

Sport Boats Owner's Manual Supplement

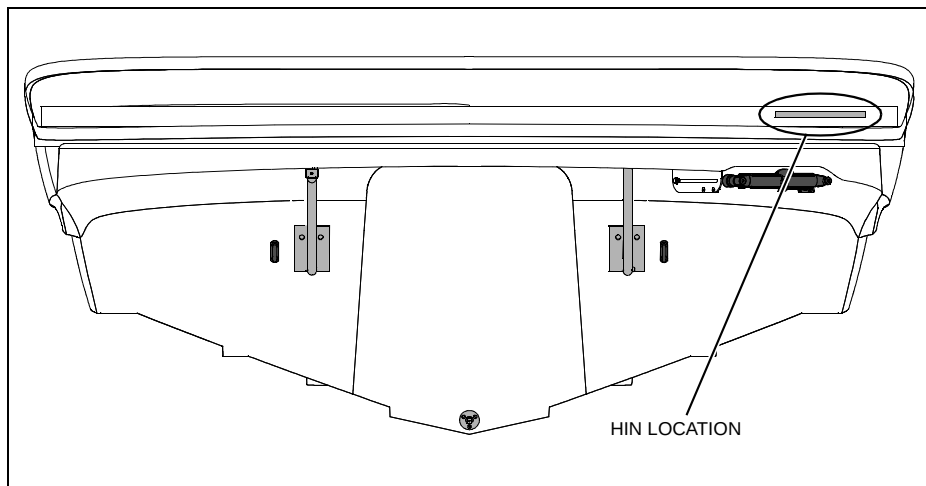
MAXUM®

Engine Serial Number: _____

Hull Identification Number: _____

Hull Identification Number

- The Hull Identification Number (HIN) is located on the starboard side of the transom.
- Record the HIN (and the engine serial number) in the space provided above.
- Please refer to the HIN for any correspondence or orders.



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All Maxum products meet or exceed USCG (United States Coast Guard) and/or NMMA (National Marine Manufacturer's Association) construction standards. Manufactured with 1,1,1 Trichloroethane, a substance which harms public health and environment during the manufacturing process by destroying ozone in the upper atmosphere.

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Hazard Boxes & Symbols

The hazard boxes and symbols shown below are used throughout this *Supplement* to call attention to potentially dangerous situations which could lead to either personal injury or product damage. **Read ALL warnings carefully and follow all safety instructions.**

**DANGER!**

This box alerts you to immediate hazards which *WILL* cause severe personal injury or death if the warning is ignored.

**WARNING!**

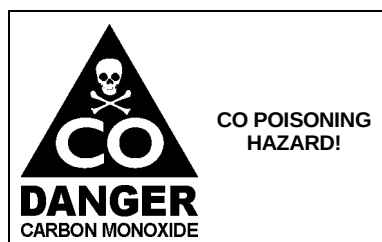
This box alerts you to hazards or unsafe practices which *COULD* result in severe personal injury or death if the warning is ignored.

**CAUTION**

This box alerts you to hazards or unsafe practices which *COULD* result in minor personal injury or cause product or property damage if the warning is ignored.

NOTICE

This box calls attention to installation, operation or maintenance information, which is important to proper operation but is not hazard related.



Chapter 1: Welcome Aboard!

This *Owner's Manual Supplement* provides specific information about your boat that is **not** covered in the *Sport Boat Owner's Manual*. Please study the *Sport Boat Owner's Manual* and this *Supplement* carefully. Keep the *Sport Boat Owner's Manual* and this *Supplement* on your boat in a secure, yet readily available place.

Dealer Service

- Your dealer is your key to service.
- Ask your dealer to explain all systems **before** taking delivery of your boat.
- Contact your dealer if you have any problems with your new boat.
- If your dealer cannot help, call our customer service hotline: 360-435-8957 or send us a FAX: 360-403-4235.
- Buy replacement parts from any authorized Maxum dealer.

Warranty Information

- Maxum offers a Limited Warranty on each new Maxum purchased through an authorized Maxum dealer.
- A copy of the Limited Warranty was included in your owner's packet.
- If you did **not** receive a copy of the Limited Warranty, please contact your dealer or call 360-435-8957 for a copy.

Boating Experience

 **WARNING!**

CONTROL HAZARD!

A qualified operator **must** be in control of the boat at **all** times. **DO NOT** operate your boat while under the influence of alcohol or drugs.

If this is your first boat or if you are changing to a type of boat you are **not** familiar with, for your own comfort and safety, obtain handling and operating experience before assuming command of the boat.

Take one of the boating safety classes offered by the U.S. Power Squadrons or the U.S. Coast Guard Auxiliary. For more course information, including dates and locations of upcoming classes, contact the organizations directly:

- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: <http://www.usps.org>
- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: <http://www.cgaux.org>

Outside the United States, your selling dealer, national sailing federation or local boat club can advise you of local sea schools or competent instructors.

Safety Standards

⚠ DANGER!	
	FALLING and ROTATING PROPELLER HAZARD! NEVER allow anyone to ride on parts of the boat <i>not</i> designed for such use. Sitting on seat backs, lounging on the forward deck, bow riding, gunwale riding or occupying the transom platform while underway is especially hazardous and will cause personal injury or death.

⚠ DANGER!	
 	ROTATING PROPELLER and CARBON MONOXIDE POISONING HAZARD! NEVER allow anyone to occupy, or hang from, the back deck or swim platform while the engine(s) are running. - Teak surfing, dragging, or water skiing within 20 feet of a moving watercraft can be fatal.

⚠ DANGER!	
PERSONAL SAFETY HAZARD! ALWAYS secure the anchor and other loose objects before getting underway. The anchor and other items that are <i>not</i> properly secured can come loose when the boat is moving and cause personal injury or death.	

- Your boat's mechanical and electrical systems were designed to meet safety standards in effect at the time it was built.
- Some of these standards were mandated by law, all of them were designed to insure your safety, and the safety of other people, vessels and property.

In addition to this *Owner's Manual Supplement*, please read the *Sport Boat Owner's Manual* and **all** accessory instructions for important safety standards and hazard information.

Engine & Accessories Guidelines

NOTICE
When storing your boat please refer to your engine's operation and maintenance manuals.

- Your boat's engine and accessories were selected to provide optimum performance and service.
- Installing a different engine or other accessories may cause unwanted handling characteristics.
- Should you choose to install a different engine or to add accessories that will affect the boat's running trim, have an experienced marine technician perform a safety inspection and handling test before operating your boat again.

Certain modifications to your boat can result in cancellation of your warranty protection. Always check with your dealer **before** making any modifications to your boat.

Engine & Accessories Literature

- The engine and accessories installed on your boat come with their own operation and maintenance manuals.
- Read and understand these manuals **before** using the engine and accessories.
- Unless noted otherwise, **all** engine and accessory literature referred to in this *Supplement* is included in your owner's packet.

Qualified Maintenance



WARNING!

To maintain the integrity and safety of your boat, allow only qualified personnel to perform maintenance on, or in any way modify: The steering system, propulsion system, engine control system, fuel system, environmental control system, electrical system or navigational system.

- Failure to maintain your boat's systems (listed in the warning above) as designed could violate the laws in your jurisdiction and could expose you and other people to the danger of bodily injury or accidental death.
- Follow the instructions provided in the *Sport Boat Owner's Manual*, this *Owner's Manual Supplement*, the engine owner's manual and **all** accessory instruction sheets and manuals.

Special Care For Moored Boats

NOTICE

- **To help seal the hull bottom and reduce the possibility of gelcoat blistering on moored boats, apply an epoxy barrier coating. The barrier coating should be covered with several coats of anti-fouling paint.**
- **Many states regulate the chemical content of bottom paints in order to meet environmental standards. Check with your local dealer about recommended bottom paints, and about the laws in effect in your area.**

- Whether moored in saltwater or freshwater, your boat will collect marine growth on its hull bottom.
- This will detract from the boat's beauty, greatly affect its performance and may damage the gelcoat.
- Periodically haul the boat out of the water and scrub the hull bottom with a bristle brush and a solution of soap and water.

Carbon Monoxide (CO)

 DANGER!	
	• Carbon monoxide gas (CO) is colorless, odorless, tasteless, and extremely dangerous. • All engines, generators, and fuel burning appliances produce CO as exhaust. • Prolonged exposure to low concentrations or very quick exposure to high concentrations will cause BRAIN DAMAGE or DEATH. • Teak surfing, dragging, or water skiing within 20 feet of a moving watercraft can be fatal.

Facts about CO

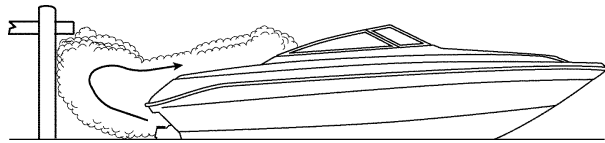
- CO poisoning causes a significant number of boating deaths each year.
- Called the "silent killer", CO is an extremely toxic, colorless, odorless and tasteless gas.
- CO can harm or even kill you inside or outside your boat.
- CO can affect you whether you're underway, moored, or anchored.
- CO symptoms are similar to seasickness or alcohol intoxication.
- CO can make you sick in seconds. In high enough concentrations, even a few breaths can be fatal.
- Breathing CO blocks the ability of your blood to carry oxygen.
- The effects are cumulative, even low levels of exposure can result in injury or death.

Factors That Increase the Effects of CO Poisoning

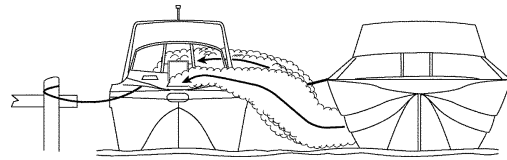
- Age
- Smokers or people exposed to high concentrations of cigarette smoke
- Consumption of alcohol
- Lung disorders
- Heart problems
- Pregnancy

Where and How CO Can Accumulate

Stationary Conditions That Increase CO Accumulations Include:



A. Using engine, generator, or other fuel burning device when boat is moored in a confined space.

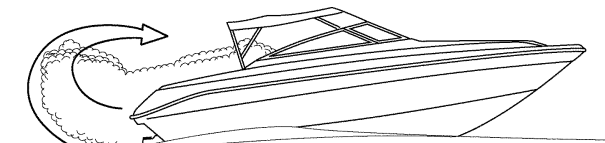


B. Mooring too close to another boat that is using its engine, generator, or other fuel burning device.

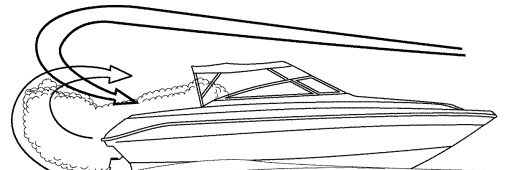
To correct stationary situations A and/or B:

- **Close all** windows, portlights and hatches.
- If possible, move your boat away from source of CO.

Running Conditions That Increase CO Accumulations Include:



C. Running boat with trim angle of bow too high.



D. Running boat without through ventilation (station wagon effect).

To correct running situations C and/or D:

- Trim bow down.
- **Open** windows and canvas.
- When possible, run boat so that prevailing winds help dissipate exhaust.

How to Protect Yourself and Others From CO

- Know where and how CO may accumulate in and around your boat (see above).
- Maintain fresh air circulation throughout the boat at **all** times.
- Know where your engine and generator exhaust outlets are located and keep everyone away from these areas.
- **Never** sit on, or hang onto, the back deck or swim platform while the engine(s) are running.
- **Never** enter the areas under swim platforms where exhaust outlets are located.
- Although CO can be present without the smell of exhaust fumes, if exhaust fumes are detected on the boat, take immediate action to dissipate these fumes.
- Treat symptoms of seasickness as possible CO poisoning. Get the person into fresh air immediately. Seek medical attention—unless you're sure it's **not** CO.
- Install and maintain CO alarms inside your boat. **Do not** ignore any alarm. Replace alarms as recommended by the alarm manufacturer.
- Follow the checklists provided on the next page.
- Get a Vessel Safety Check.

For information on how to get a free VESSEL SAFETY CHECK, visit www.vesselsafetycheck.org or contact your local U.S. Coast Guard Auxiliary or United States Power Squadrons®.

- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: <http://www.cgaux.org>
- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: <http://www.usps.org>

Trip Checklist

- ☐ Make sure you know where the exhaust outlets are located on your boat.
- ☐ Educate **all** passengers about the symptoms of CO poisoning and where CO may accumulate.
- ☐ When docked, or rafted with another boat, be aware of exhaust emissions from the other boat.
- ☐ Confirm that water flows from the exhaust outlet when the engines and generator are started.
- ☐ Listen for any change in exhaust sound, which could indicate an exhaust component failure.
- ☐ Test the operation of each CO alarm by pressing the test button.

Monthly Checklist

- ☐ Make sure **all** exhaust clamps are in place and secure.
- ☐ Look for exhaust leaking from exhaust system components. Signs include rust and/or black streaking, water leaks, or corroded or cracked fittings.
- ☐ Inspect rubber exhaust hoses for burned, cracked, or deteriorated sections. **All** rubber hoses should be pliable and free of kinks.

Annual Checklist

Have a Qualified Marine Technician:

- ☐ Replace exhaust hoses if cracking, charring, or deterioration is found.
- ☐ Ensure that your engines and generators are properly tuned, and well maintained.
- ☐ Inspect each water pump impeller and the water pump housing. Replace if worn. Make sure cooling systems are in working condition.
- ☐ Inspect **all** metallic exhaust components for cracking, rusting, leaking, or loosening. Make sure they check the cylinder head gasket, exhaust manifold, water injection elbow, and the threaded adapter nipple between the manifold and the elbow.
- ☐ Clean, inspect, and confirm proper operation of the generator cooling water anti-siphon valve (if equipped).

Carbon Monoxide Alarm System

 **DANGER!**



CARBON MONOXIDE POISONING HAZARD!

- The house battery switch *must* be in the *On* position for the CO Monitors to work.

NOTICE

The stereo memory and CO monitor(s) place a small, but constant drain on the battery. If your boat will be unattended for an extended amount of time, plug into shore power with the battery charger turned *On*, or disconnect the battery if shore power is *not* an option.

- Do not disconnect the alarm system.**
- Read and understand the manufacturer's instructions for your CO alarm system. If you did **not** receive an instruction manual, call (800) 383-0269 and one will be mailed to you.

If your boat is **not** equipped with a carbon monoxide alarm, consider purchasing one from your dealer or marine supply store.

More Information

For more information about how you can prevent carbon monoxide poisoning on recreational boats and other ways to boat more safely, contact:

United States Coast Guard

Office of Boating Safety (G-OPB-3)
2100 Second Street SW
Washington, DC 20593
www.uscgboating.org
1-800-368-5647

National Marine Manufacturers Association (NMMA)

200 East Randolph Drive
Suite 5100
Chicago, IL 60601-9301
www.nmma.org
312-946-6200

American Boat & Yacht Council, Inc. (ABYC)

3069 Solomon's Island Road
Edgewater, MD 21037-1416
www.abycinc.org
410-956-1050

For information on how to get a free VESSEL SAFETY CHECK, visit www.vesselsafetycheck.org or contact your local U.S. Coast Guard Auxiliary or United States Power Squadrons®.

- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: <http://www.cgaux.org>
- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: <http://www.usps.org>

Chapter 2: Product Specifications

1800MX

Overall Length	Bridge Clearance	Beam	Draft (Drive Up)	Draft (Drive Down)	Fuel Capacity (gallons)
17' 8"	3' 8"	7' 1"	1' 8"	3' 0"	21

1800SR3

Overall Length	Bridge Clearance	Beam	Draft (Drive Up)	Draft (Drive Down)	Fuel Capacity (gallons)
18' 0"	6' 7"	7' 7"	1' 9"	3' 1"	28

2000SR3

Overall Length	Bridge Clearance	Beam	Draft (Drive Up)	Draft (Drive Down)	Fuel Capacity (gallons)
20' 4"	6' 7"	8' 0"	1' 8"	3' 1"	35

2100SC

Overall Length	Bridge Clearance	Beam	Draft (Drive Up)	Draft (Drive Down)	Fuel Capacity (gal)
20' 1"	4' 1"	8' 0"	1' 7"	3' 1"	35

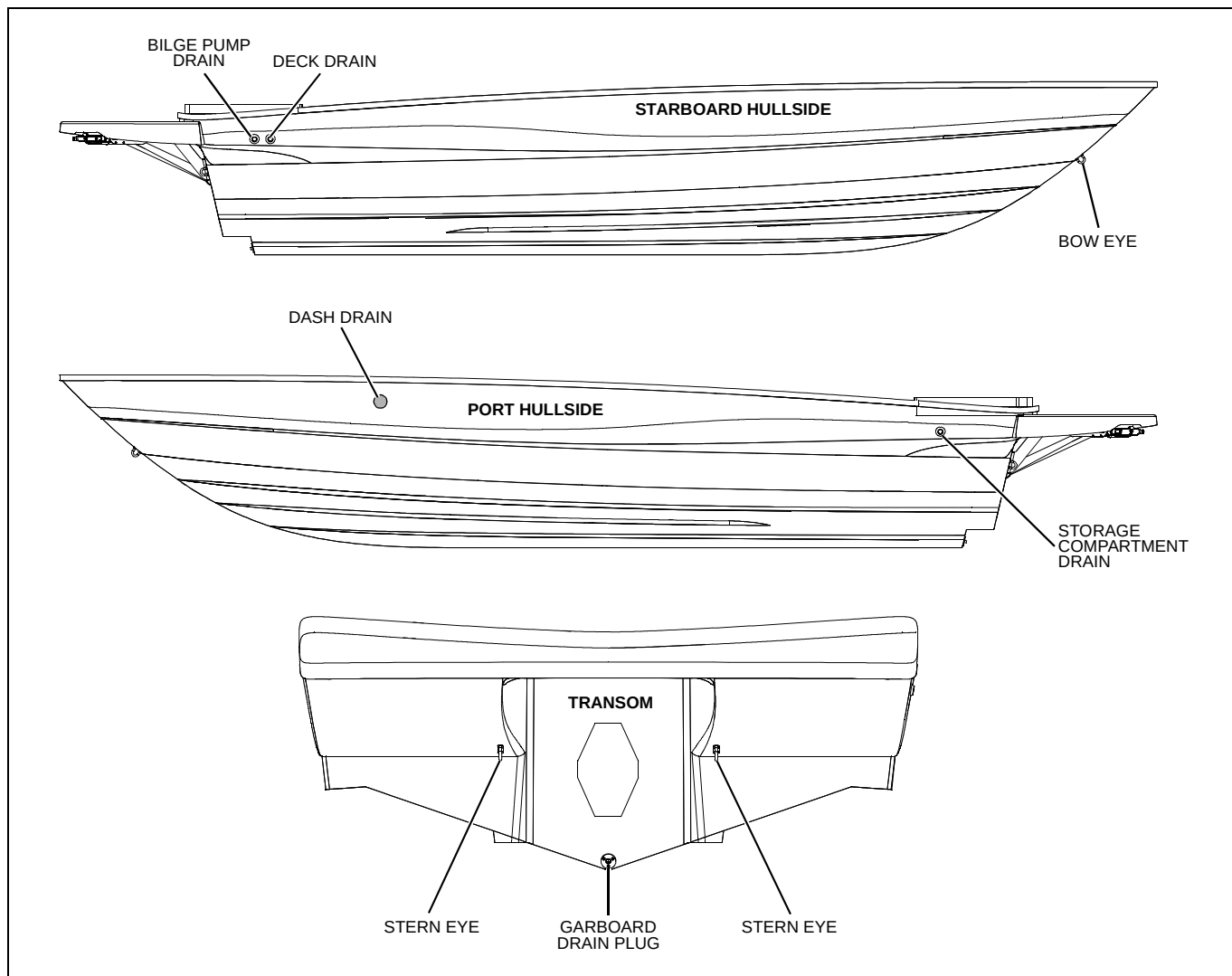
2200SR3

Overall Length	Bridge Clearance	Beam	Draft (Drive Up)	Draft (Drive Down)	Water Capacity (gallons)	Fuel Capacity (gallons)
23' 11"	4' 3"	8' 6"	1' 8"	3' 2"	10	50

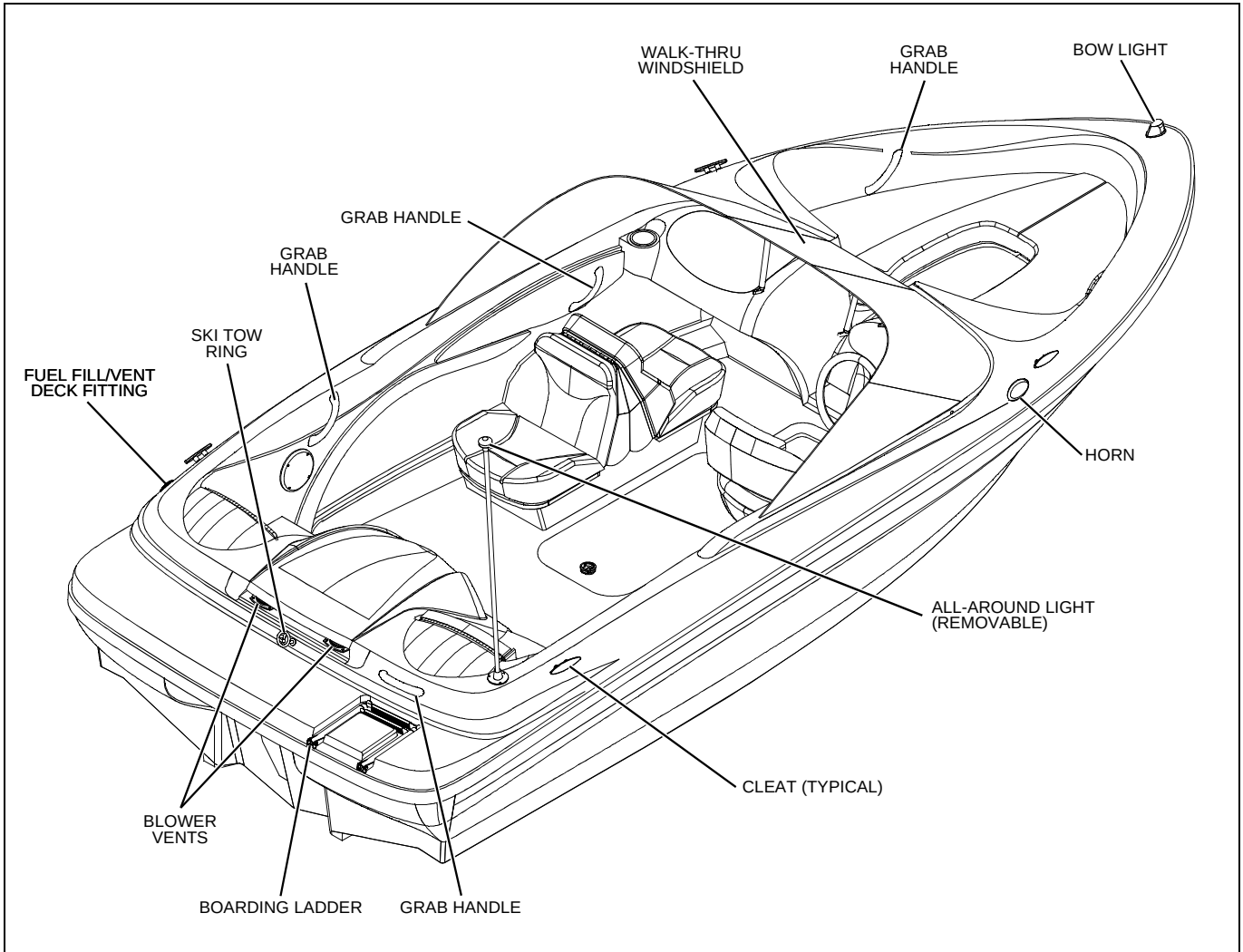
Chapter 3: Locations

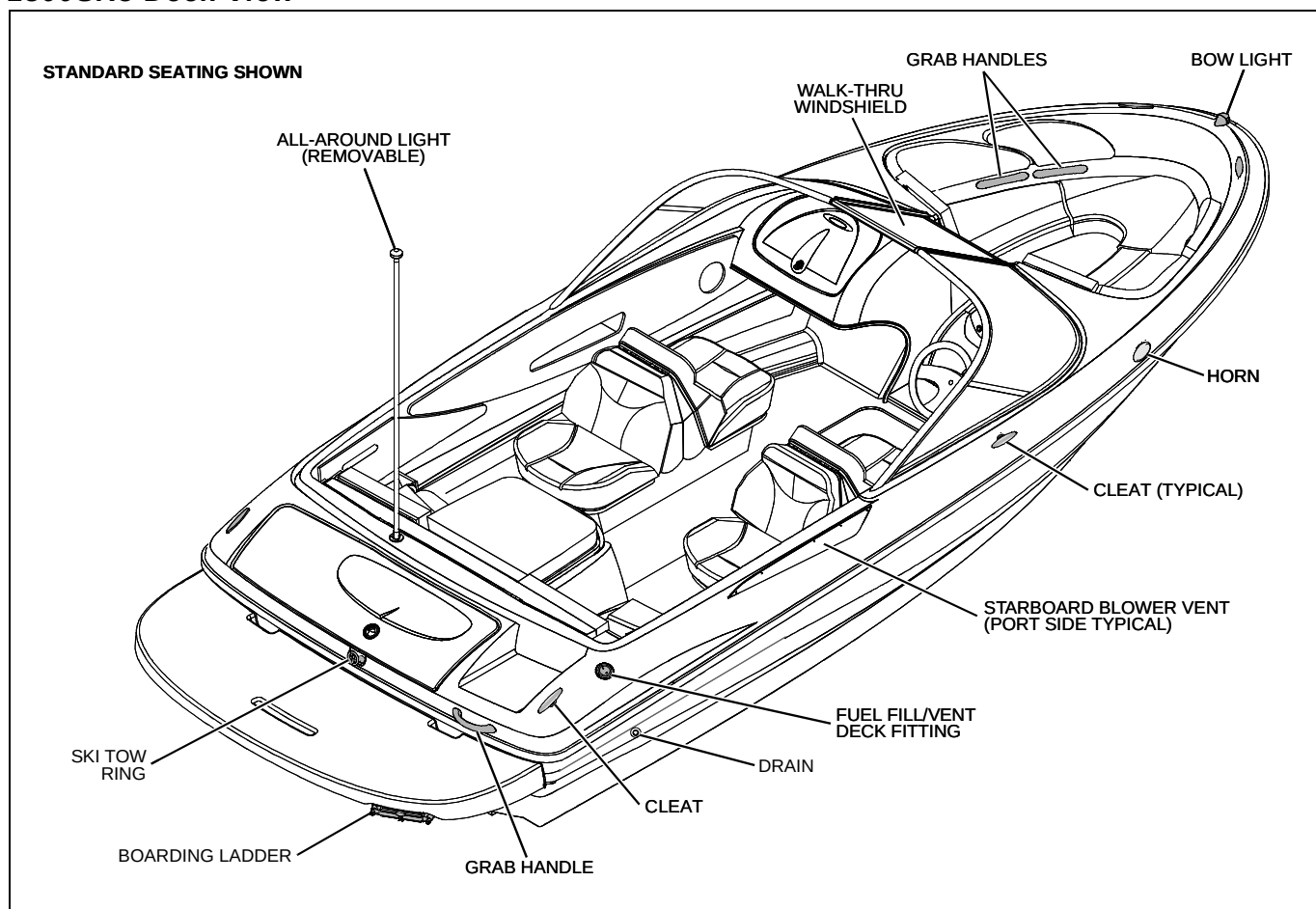
Exterior Views

Hull Views

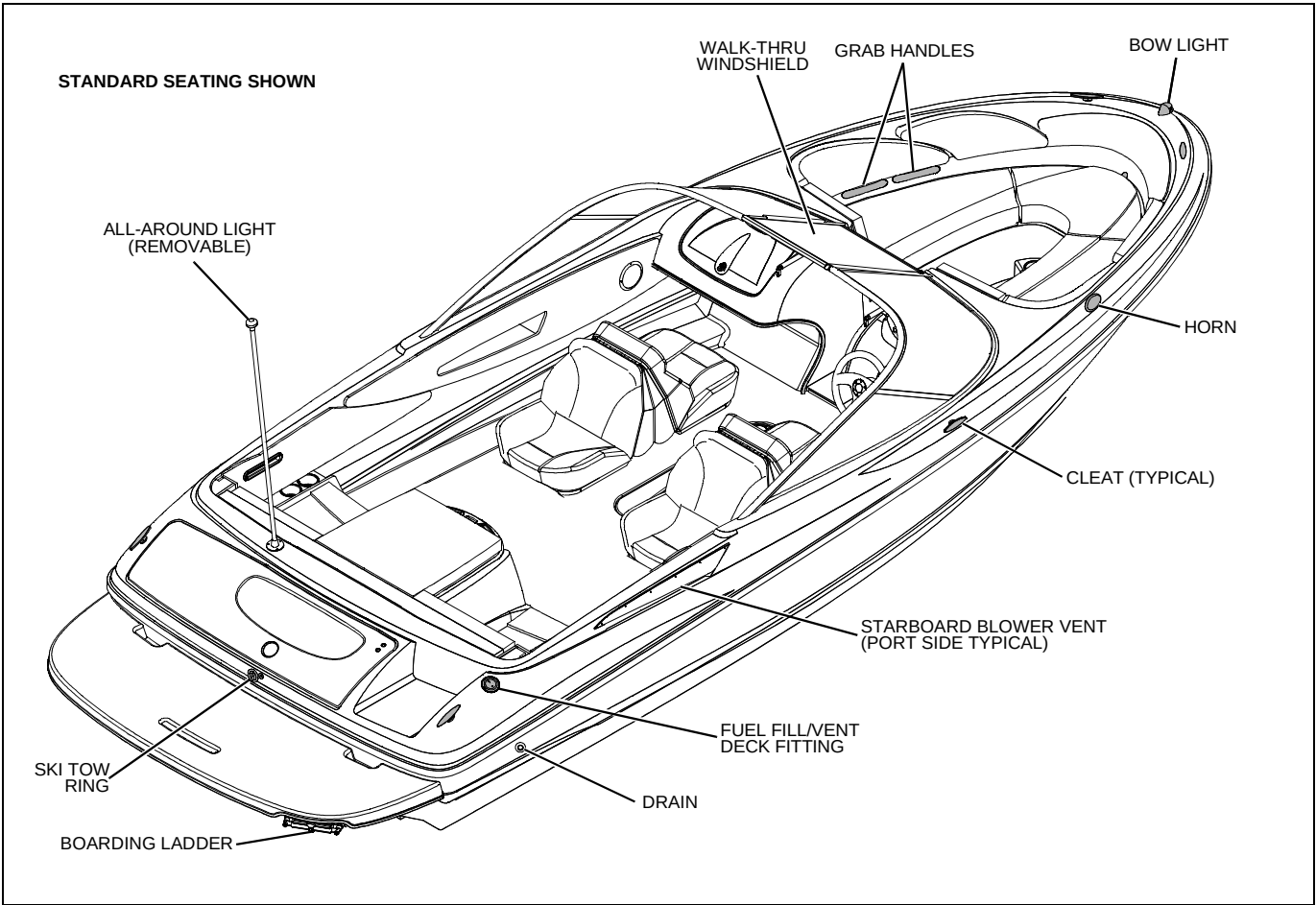


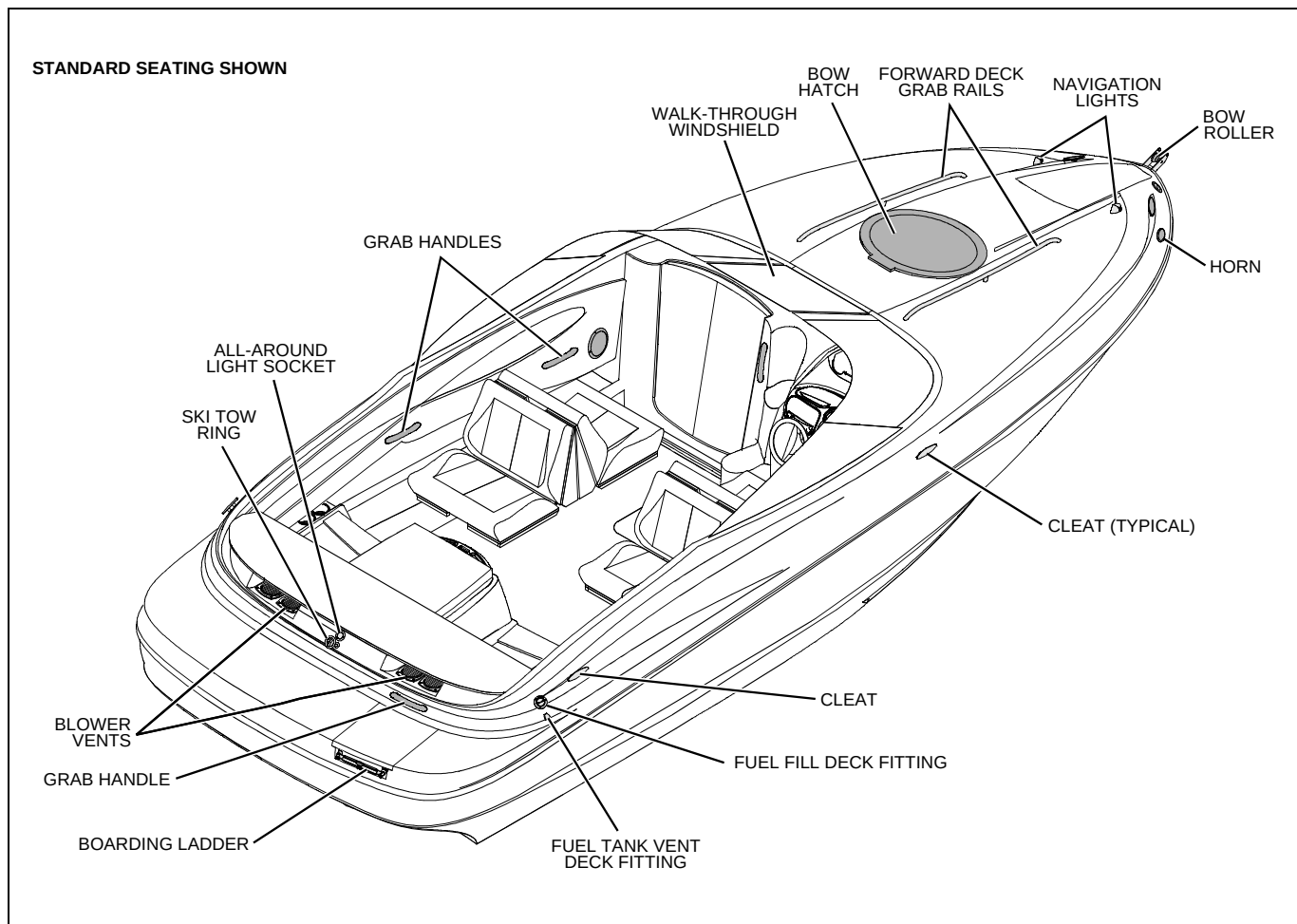
1800MX Deck View



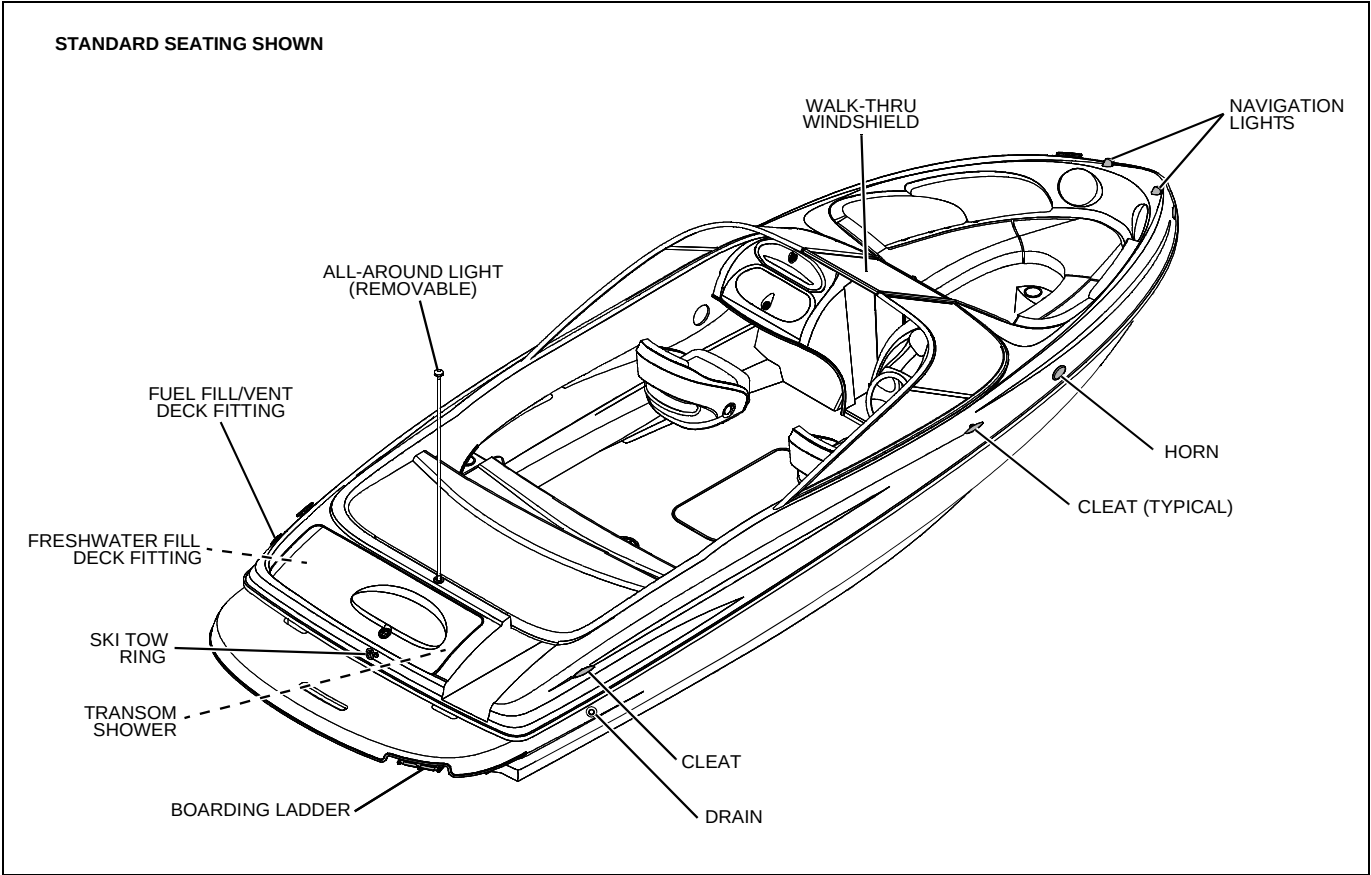
1800SR3 Deck View

2000SR3 Deck View



2100SC Deck View

2200SR3 Deck View



Component Locations

12-Volt Accessory Outlet: On the helm console and, if equipped, next to the stereo.

Battery:

- All models except the 1800MX: On the port side of the engine compartment.
- 1800MX: On the starboard side of the engine compartment.

Battery Switch (If Equipped):

- All models except the 1800MX: Access is through the hatch behind the port jumpseat.
- 1800MX: Through the hatch behind the starboard jumpseat.

Bilge Pump: In the engine compartment, forward of the engine.

Engine Circuit Breaker: On the engine.

Fuel Fill Deck Fitting:

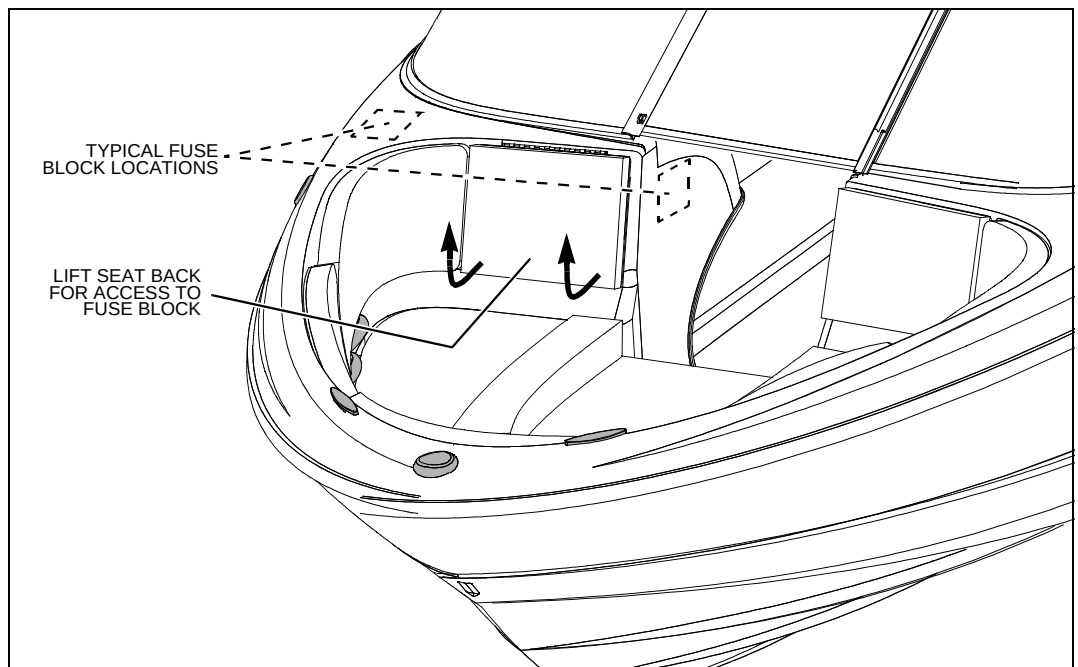
- All models except the 1800MX and 2200SR3: On the starboard aft corner of the deck.
- 1800MX and 2200SR3: On the port aft corner of the deck.

Fuel Tank:

- All models except the 1800MX: In the engine compartment, forward of the engine.
- 1800MX: In the engine compartment, below the port jumpseat.

Freshwater Pump Switch (2200SR3-If Equipped): On the helm console.

Fuse Block: Access is under the helm dash area or through the starboard aft seat back in the bow seating area.



Navigation Lights: Red and green bow lights on the forward deck. White all-around light on the aft deck.

Chapter 4: Propulsion & Related Systems

Engine

Be sure to read and understand the engine operation and maintenance manuals **before** starting or doing any maintenance on the engine.

Special Starting Instructions for Carbureted Engines (If Equipped)

Carbureted engines can be difficult to start when they are cold. In addition to following **all** instructions and heeding **all** warnings in the engine manual, try the following:

1. Pump the throttle lever from 1/4 throttle position to full throttle position 3 or 4 times.
2. Return throttle lever to 1/4 throttle position.
3. Continue starting procedure as described in the engine manual.

Fire Suppression System (If Equipped)

Before using your boat for the first time, read and understand the fire suppression system's instruction and maintenance manual and follow all warnings.

Observe the following:

- The system will go off automatically whenever direct heat from a fire is detected in the engine compartment.
- The system can only be set off once. After the system is discharged it **must** be refilled and refurbished before it can be used again.

Engine Compartment Ventilation System



WARNING!



FIRE/EXPLOSION HAZARD

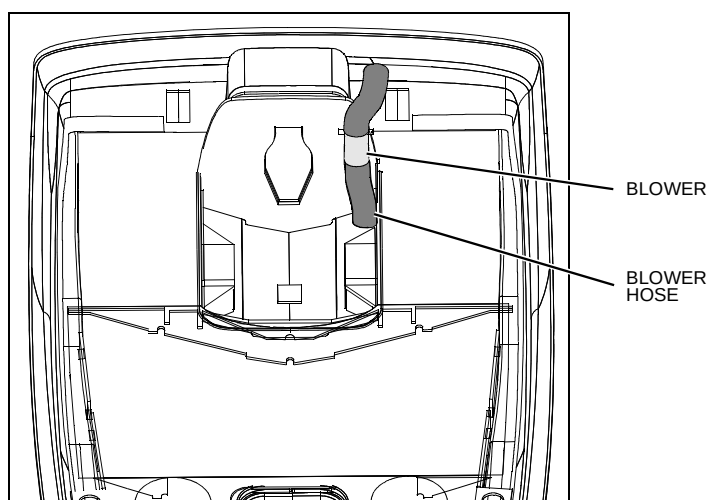
- Use of the blower system is **NOT A GUARANTEE** that explosive fumes have been removed.
- If you smell fuel, **DO NOT** start the engine and **DO NOT** turn on any electrical devices.
- If you smell fuel and the engine is already running, **SHUT OFF** the engine and **TURN OFF** all electrical devices. Investigate immediately.
- **DO NOT** obstruct or modify the ventilation system.

- The bilge blower removes explosive fuel fumes from the engine compartment.
- Fresh air is drawn into the compartment through the deck vents.
- The bilge blower switch is at the helm.

To make sure the engine compartment is ventilated with fresh air, run the bilge blower:

- For at least four minutes **before** starting the engine.
- During starting.
- Anytime your boat is running below cruising speed.

TYPICAL BILGE BLOWER SYSTEM



Fuel System



WARNING!



FIRE, EXPLOSION AND OPEN FLAME HAZARD!

- It is very important that the fuel system be inspected thoroughly the first time it is filled and at each subsequent filling.
- The fueling instructions in the *Sport Boat Owner's Manual* and the fuel recommendations in the engine operation manual *must* be followed.



CAUTION

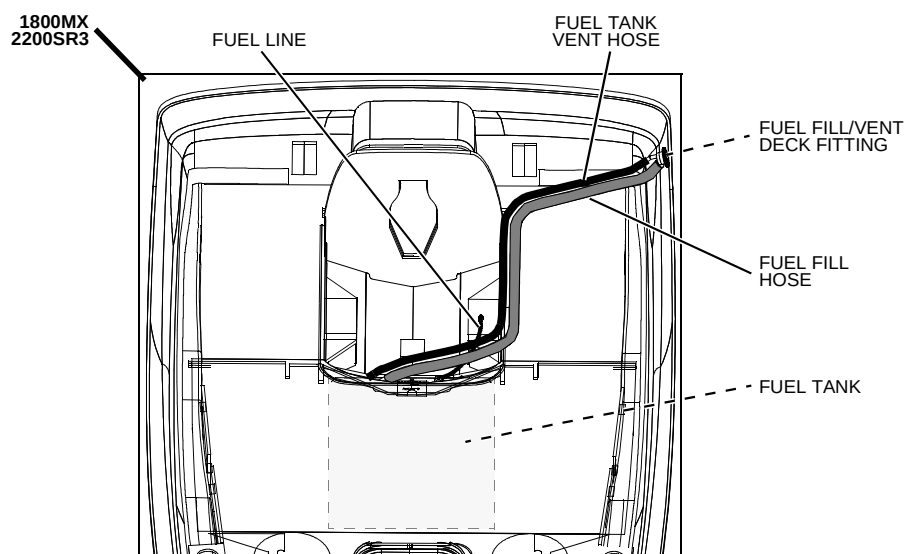
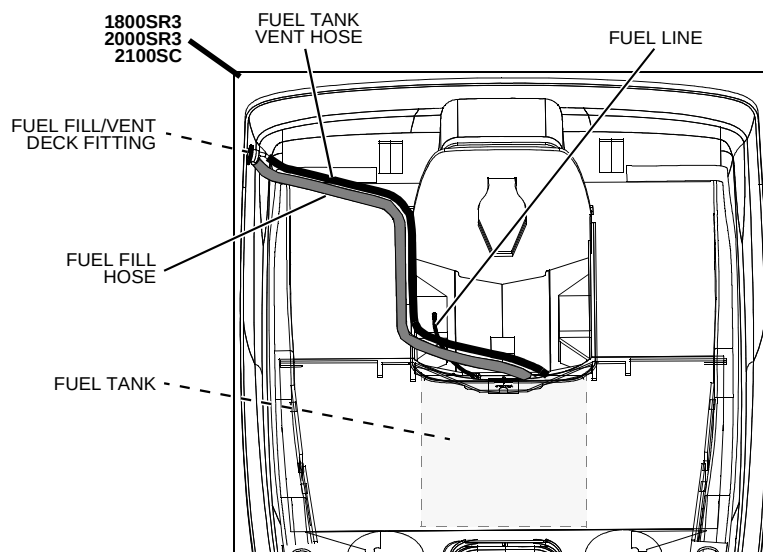
Avoid the storage or handling of gear near the fuel lines, fittings and tank.

Fuel Fill and Vent

- The fuel fill/vent fitting is marked "GAS".
- If you experience difficulty filling the fuel tank, check to see if the fuel fill hose is kinked or collapsed. If there are no visible signs of a problem, contact your local dealer.

Fuel Filters

- The fuel pickup tube (located inside the fuel tank) is equipped with a fine mesh screen filter.
- In addition, when supplied by the engine manufacturer, a fuel filter is installed on the engine.
- Periodically replace the fuel filters to make sure they remain clean and free of debris.
- Talk to your selling dealer or local marina about fuel additives that help prevent fungus or other buildup in your fuel tank.



Chapter 5: Controls & Gauges

Steering

- Refer to the engine manual for steering system details.

Shift/Throttle Lever

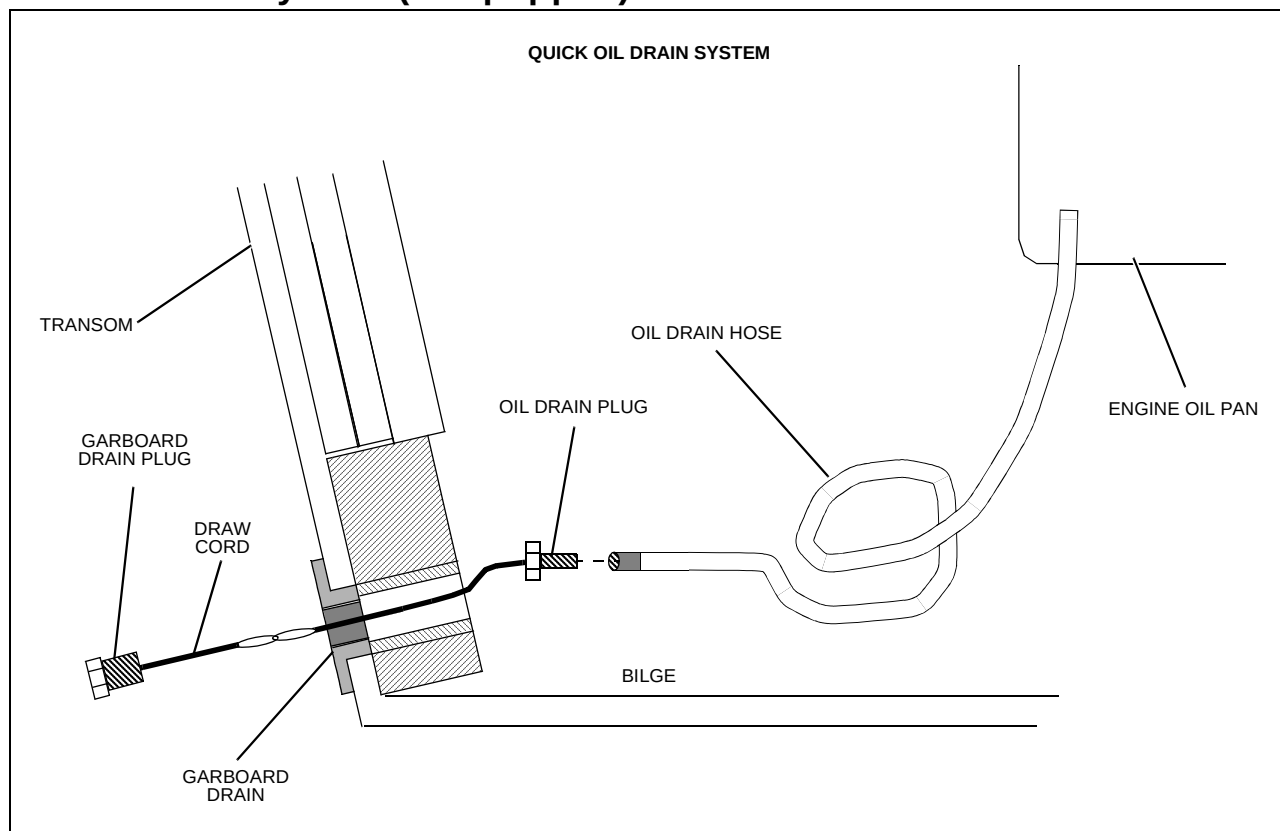
 WARNING!
<i>LOSS OF CONTROL HAZARD!</i>
Improper maintenance of shift/throttle hardware may cause a sudden loss of control!

- Read and understand ***all*** of the information about the shift/throttle lever in the *Sport Boat Owner's Manual*.
- Also, read and understand the shifter/throttle lever manual and the engine manual.

Power Trim and Tilt

- The stern drive on your boat is equipped with power trim and tilt.
- Trim and tilt instructions are provided in the engine operation manual and the shifter/throttle manual.

Quick Oil Drain System (If Equipped)



To drain the engine oil:

1. Remove the boat from the water.
2. Unscrew the garboard drain plug.
3. Pull the draw cord until the oil drain plug and the oil drain hose slide out of the garboard drain.
4. Place the end of the oil drain hose into a suitable container.
5. Unscrew the oil drain plug and drain the engine oil.
6. Replace the oil drain plug.
7. Push the drain hose back into the bilge.
8. Replace the garboard drain plug.

Always dispose of waste oil in accordance with local regulations.

Gauges

Cleaning Gauges



CAUTION

PRODUCT or PROPERTY DAMAGE HAZARD!

- Use only mild soap and water to clean the gauge lenses and bezels.
- Use of other cleaners, including common window cleaning solutions, may cause the lenses to crack.
- Lenses cracked in this manner will *not* be covered by our warranty.

Gauge Fogging

- Moisture may occasionally find its way into the gauges causing lens fogging.
- Turning on the gauge lights will help dry the lenses.
- Fogging will **not** harm the gauges.

Radio Transmission Interference

VHF or other radio transmissions may cause brief erratic readings on the tachometer. This will **not** damage this gauge or affect its accuracy when **not** transmitting.

Fuel Gauge

It is normal for the pointer on your fuel gauge to bounce as fuel sloshes back and forth in the fuel tank.

Compass (If Equipped)

NOTICE

- Compass accuracy can be affected by many factors.
- Have a qualified technician calibrate your compass. Make sure the technician gives you a deviation card which shows the corrections to apply in navigational calculations.
- Keep a copy of the deviation card at each helm.

Depth Finder (If Equipped)



WARNING!

- **DO NOT** use the depth finder as a navigational aid to prevent collision, grounding, yacht damage or personal injury.
- When the yacht is moving, submerged objects will *not* be seen until they are already under the yacht.
- Bottom depths may change too quickly to allow time for the yacht to react.
- If you suspect shallow water or submerged objects, run the yacht at very slow speeds.

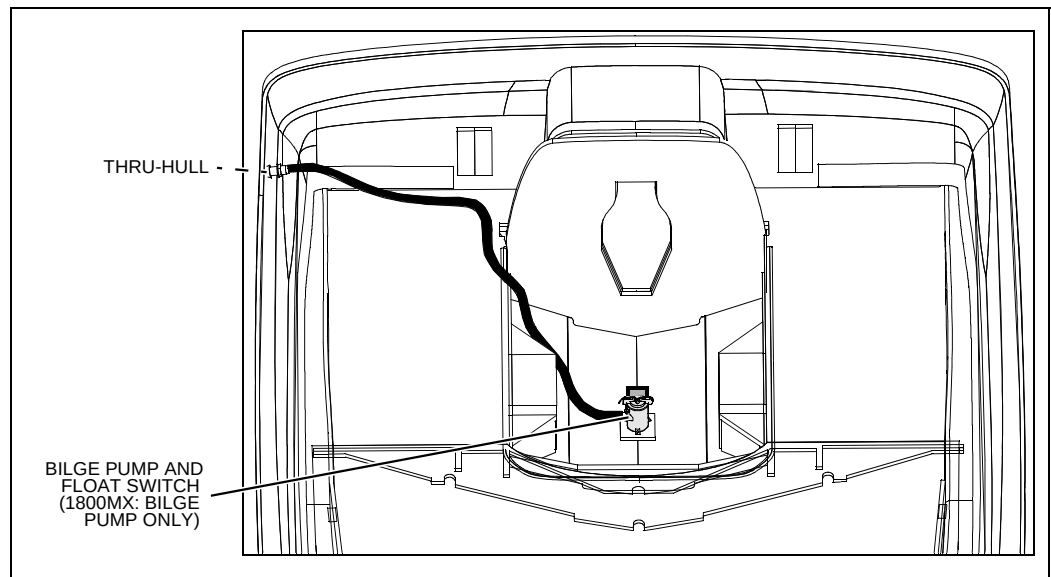
Chapter 6: Plumbing

Bilge Pump

NOTICE

Discharge of oil, oil waste or fuel into navigable waters is prohibited by law. Violators are subject to legal action by the local authorities.

- Your boat is equipped with a bilge pump for pumping water out of the bilge.
- The bilge pump is controlled by an automatic bilge pump float switch (autofloat switch) *and* a switch at the helm.
- On the 1800MX the bilge pump is only controlled by a switch at the helm.

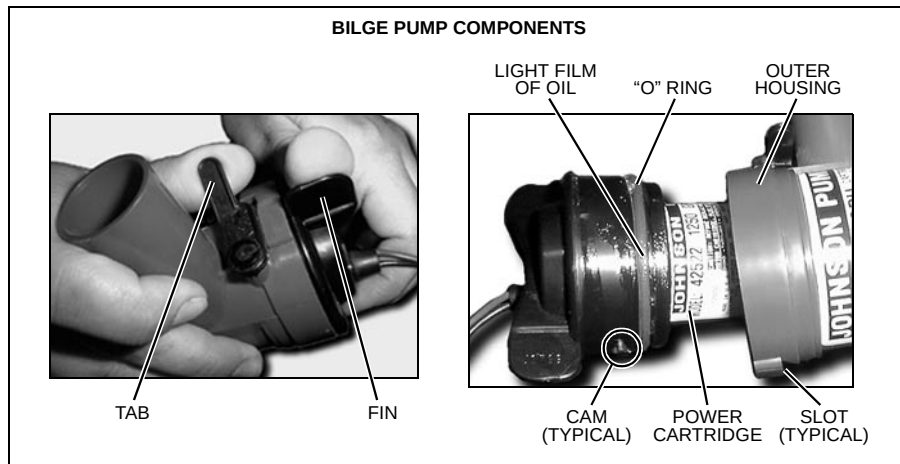


Bilge Pump Testing

- The bilge pump is critical to the safety of your boat.
- Check the bilge pump often to make sure it is working.

Test the pump as follows:

1. Turn **On** the bilge pump switch at the helm.
2. Any water in the bilge should pump overboard.
- If the pump motor is running, but **not** pumping, inspect the discharge hose for a kink or collapsed area.
- If no problems are found, check the bilge pump housing for clogging debris as follows:
 1. Remove the power cartridge:
 - a. Lift the tab while rotating the fins counter-clockwise.
 - b. Lift out the power cartridge.
 - c. Clear the outer housing of debris.
 2. Reinstall the power cartridge:
 - a. Make sure the “O” ring is properly seated.
 - b. Coat the “O” ring with a light film of vegetable or mineral oil.
 - c. Align the cams on either side of the power cartridge with the two slots on the outer housing.
 - d. Press the power cartridge into the housing while twisting clockwise.
3. Check the reinstallation by trying to twist the fins counter-clockwise without lifting the tab; the cartridge should stay in place.

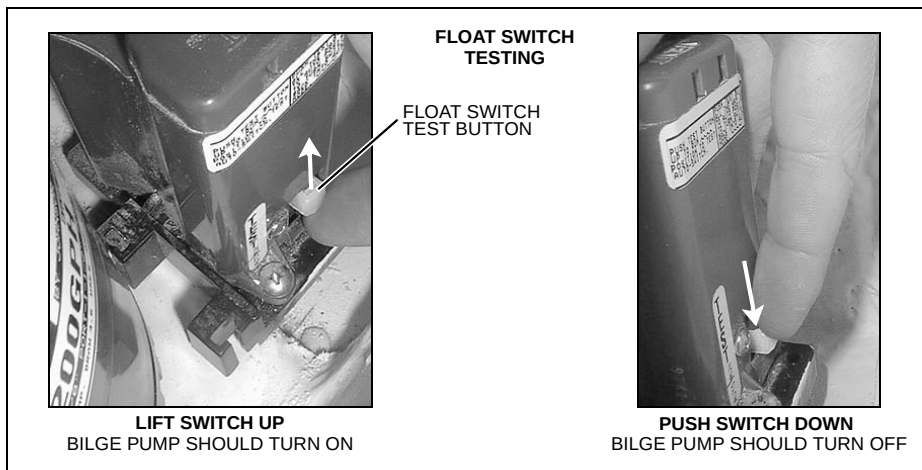


Autofloat Switch (If Equipped)

- The automatic bilge pump uses an electromagnetic float switch (autofloat) to turn **On** the pump whenever water rises above a preset level in the bilge.
- The autofloat switch is mounted next to the automatic bilge pump.
- The autofloat switch is wired directly to the battery and will normally function even when the boat is completely shut down and left unattended.

Test the autofloat switch often as follows:

1. Lift the float switch test button **up** to turn **On** the bilge pump.
 - If the pump does **not** turn **On**, check the fuse on the fuse block.
 - If the fuse is good but the switch still doesn't work, it may mean the switch is bad or possibly the battery is low.
2. Push test button all the way **down** to return the float switch to auto mode.

**CAUTION**

When the test is completed on the float switch, you **MUST** push the test button *all the way down* to return the switch to auto mode!

Drain Systems (2100SC Only)

Deck Drains

- Water on the deck is drained overboard through the deck drains.
- Keep the deck drains free of debris.

Portable Toilet (2100SC Only, If Equipped)

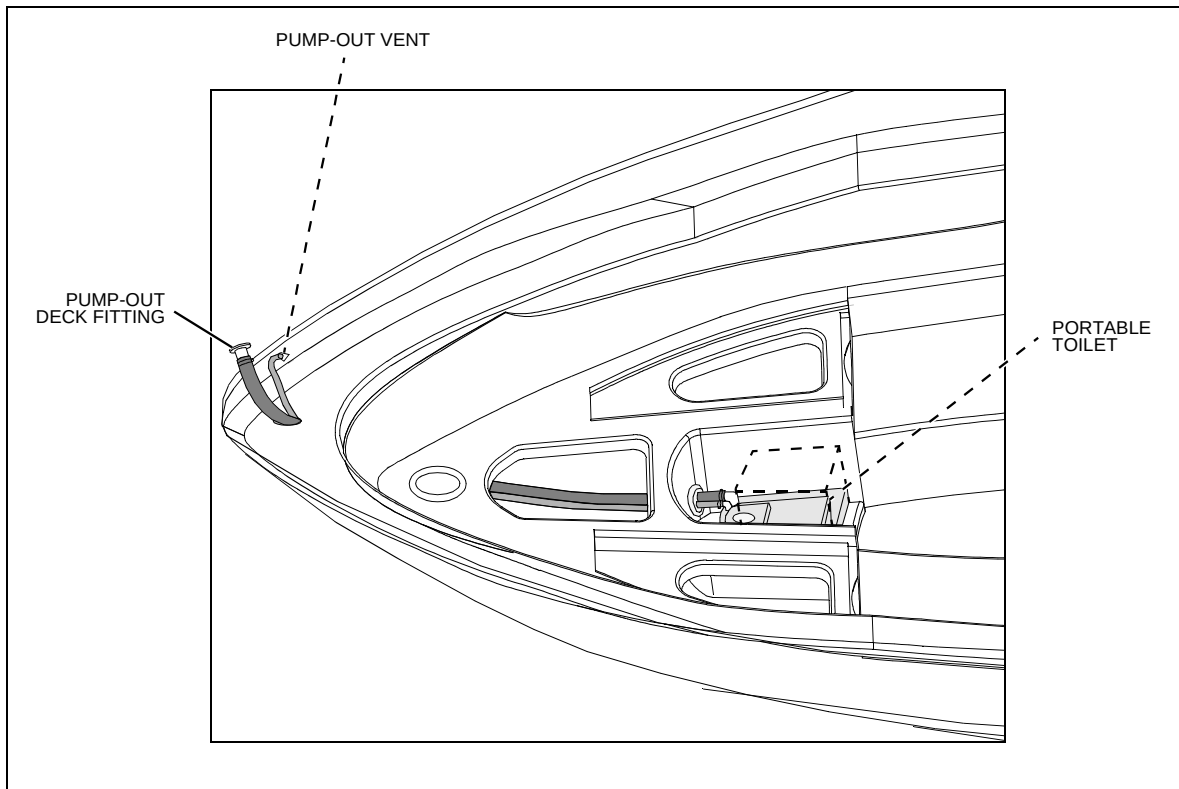
Read the manufacturer's operating instructions ***before*** using the portable toilet.

NOTICE

Check with local authorities for regulations regarding the legal use of marine head systems.

Portable Head Pump-Out (2100SC Only, If Equipped)

Read the manufacturer's instructions **before** using the portable head pump-out system.

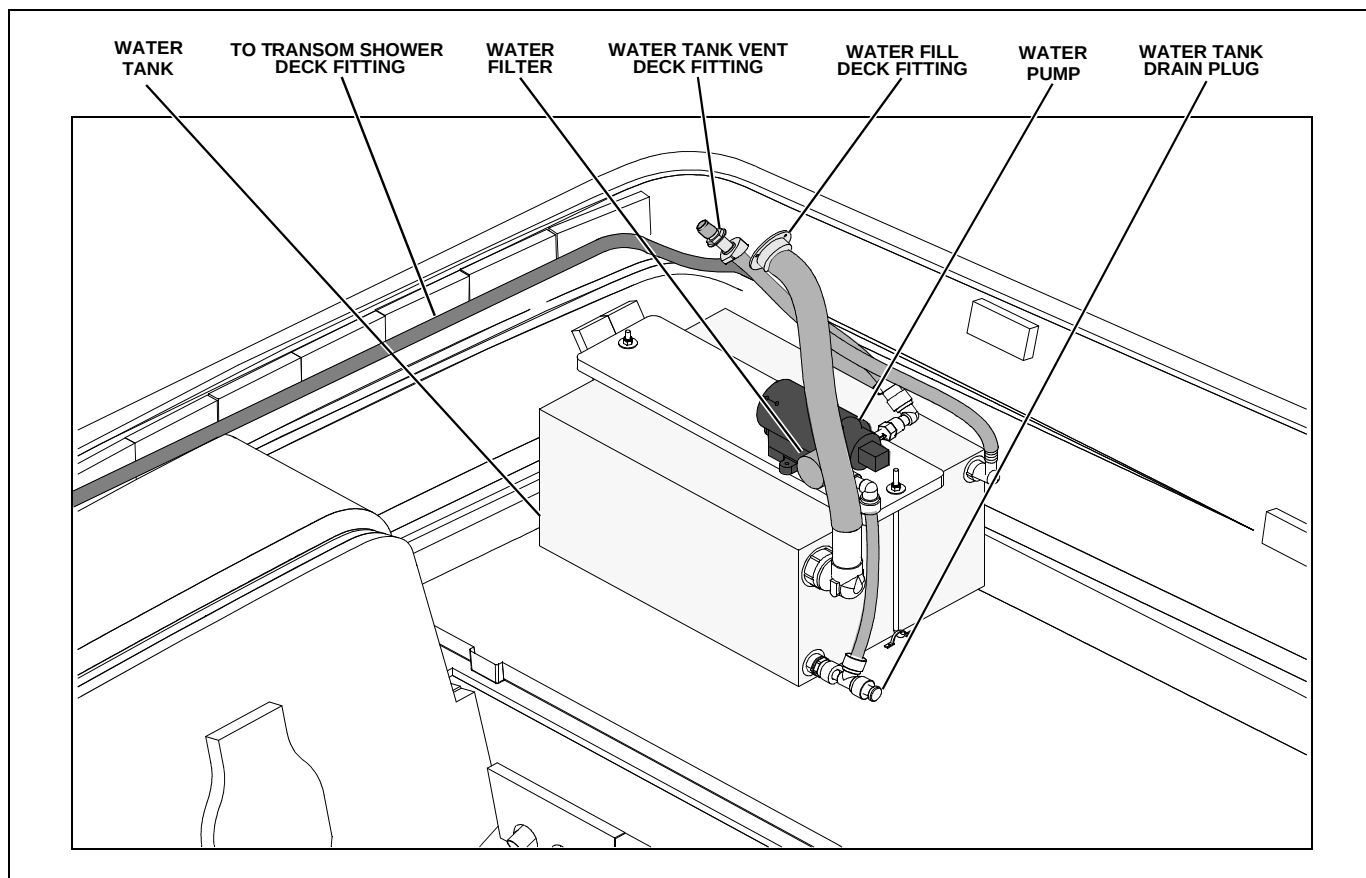


Freshwater Transom Shower (2200SR3 Only, If Equipped)



WARNING!

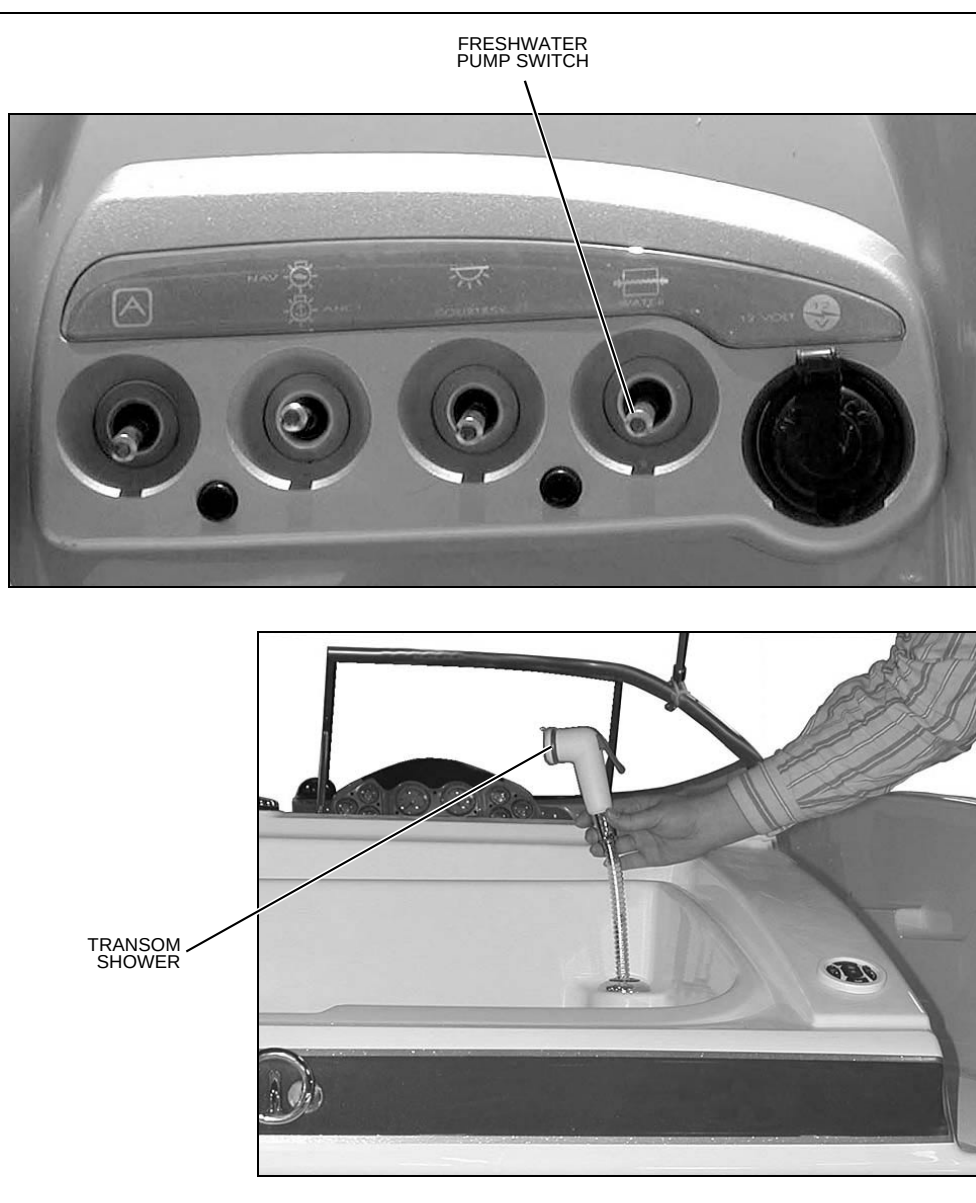
- Only use safe drinking (potable) water in your boat's freshwater system.
- Only use a sanitary drinking water hose to fill the water tank or connect to city water.
- *Never* use a common garden hose for drinking water.



- Read the *Freshwater System* section in the *Sport Boat Owner's Manual*.
- Your boat is equipped with a pressure type (demand) freshwater (potable) system.
- This system is pressurized by turning **On** the freshwater pump switch.

Observe the following about the freshwater system:

- Turn the freshwater pump switch **Off** when the boat is **not** in use or the water tank is empty.
- Inspect and clean the water filter often (located on the water pump).
- When your boat is to be left unattended for long periods of time, pump the water tank dry to prevent stored water from becoming stagnant and distasteful.
- If the freshwater system needs to be disinfected, ask your dealer about treatments available for your boat's system.



Freshwater System Winterization

! CAUTION!

WATER SYSTEM DAMAGE HAZARD!

Never blow compressed air through the water system when *all* of the faucets are *Closed*.

1. Turn **On** the water system switch.
2. **Open all** of the faucets and showers and let the water system drain completely.
3. Turn **Off** the water system switch.

Any remaining water **must** be removed from the water lines. There are two ways to remove the remaining water from the lines:

- Compressed Air
- Gravity Draining

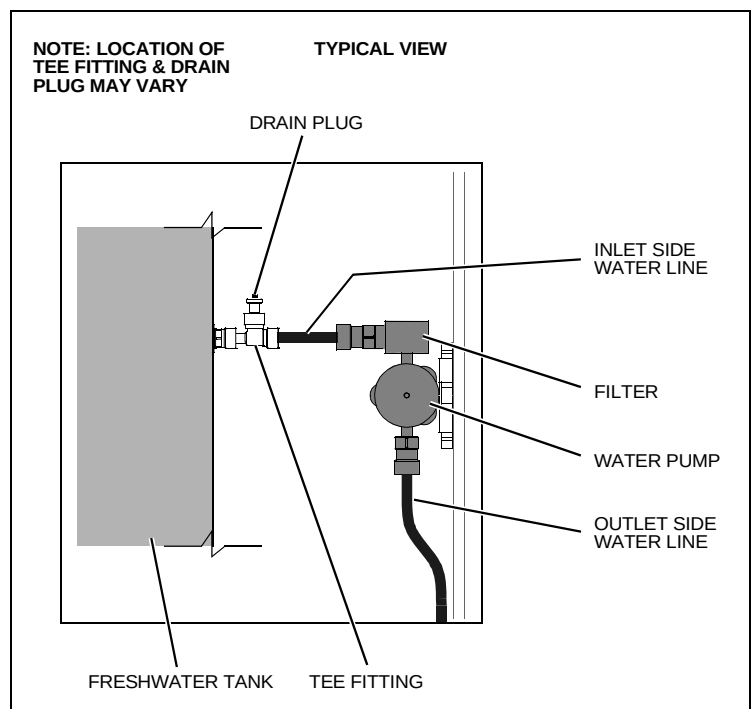
Compressed Air

You **must** have an air compressor with an air hose and an air nozzle.

1. Remove the water line from the outlet side of the water pump (opposite side from filter).
2. **Open** the faucet that is furthest away from the water pump.
3. Place the air nozzle against the end of the just removed water line and blow air through the system.
4. When water stops coming out of the **Open** faucet, stop the air and **Close** the faucet.
5. One at a time, repeat this process on **all** faucets and showers.

Gravity Draining

1. **Open all** faucets and showers.
2. Remove the drain plug from the tee fitting on the freshwater tank.
3. When the water has stopped draining from the freshwater tank, replace the drain plug.



Chapter 7: Deck Equipment

Cleats and Tow Eyes



WARNING!

PERSONAL INJURY and /or PRODUCT or PROPERTY DAMAGE HAZARD!

- **NEVER** lift the boat using the bow and stern eyes or the cleats.

Carefully read the section on towing in the *Sport Boat Owner's Manual* **before**:

- Towing anything behind the boat.
- Being towed by another vessel.

Ski Tow Ring



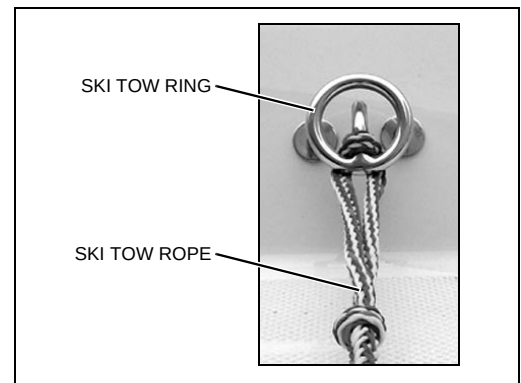
WARNING!

PERSONAL INJURY and /or PRODUCT or PROPERTY DAMAGE HAZARD!

Failure to follow these guidelines can result in injury or death:

- Only tow water skis, wakeboards, or recreational towables.
- *Do not* tow parasails, kites, or other boats.
- *Do not* tow more than two persons at one time.
- Use caution with skier in tow as tow rope may snap back into cockpit when released.

Your boat has a ski tow ring. Attach tow rope as shown in the photo.



Canvas



CAUTION

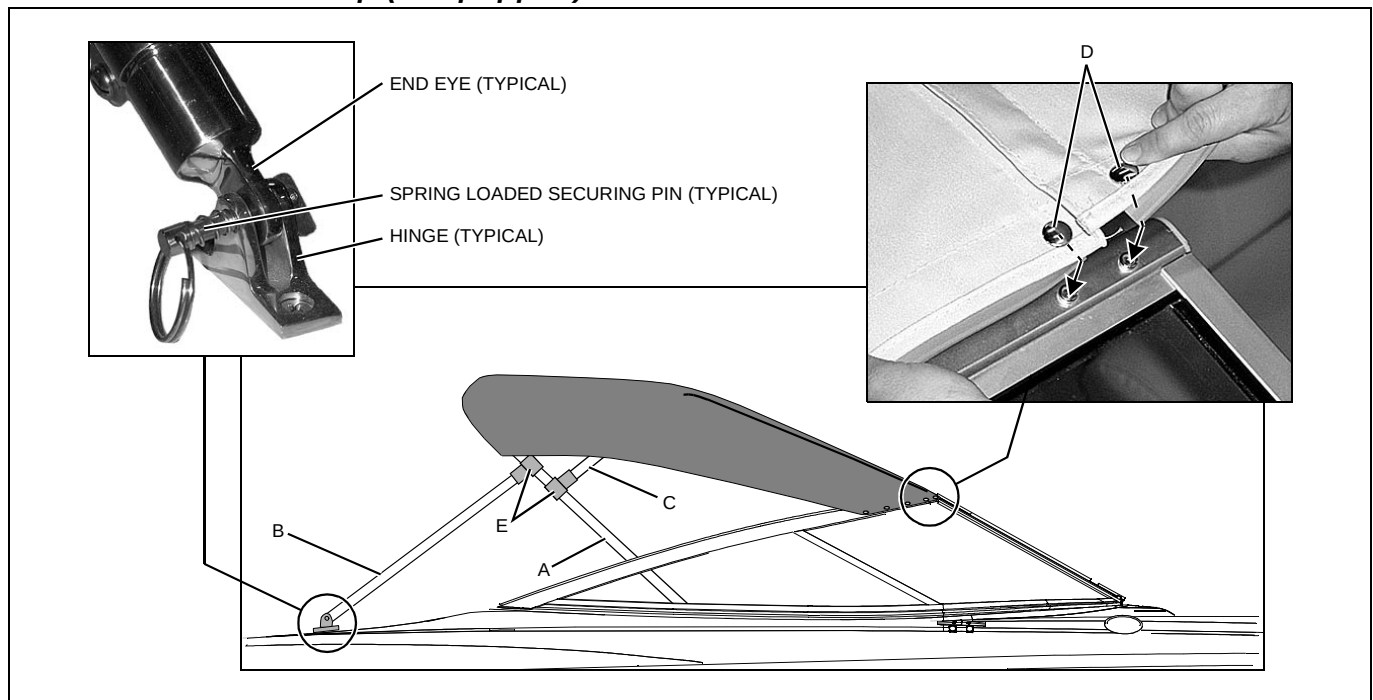
PRODUCT or PROPERTY DAMAGE HAZARD!

Take down and securely stow *ALL* canvas before transporting your boat by road.

NOTICE

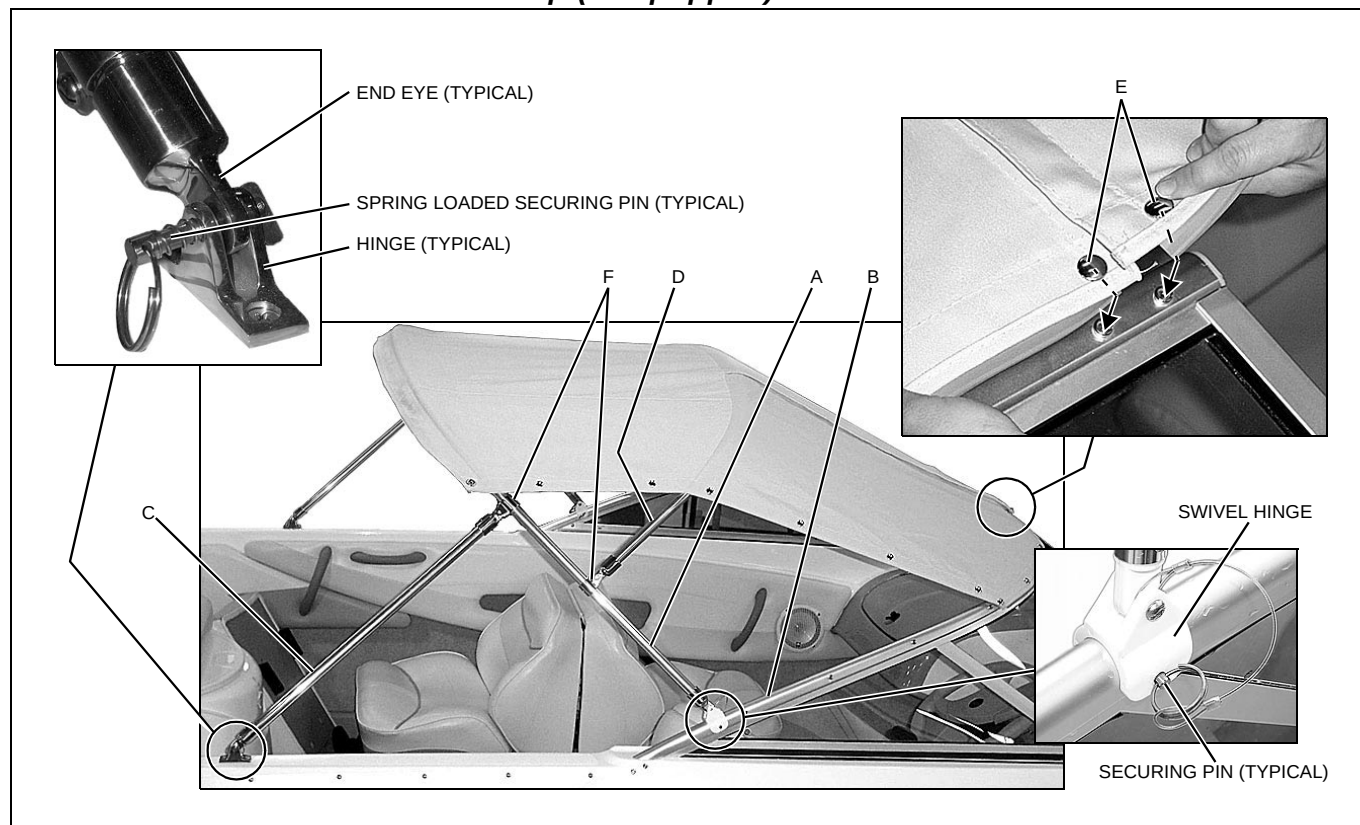
Two people are needed for most of the tasks listed below and on the following pages in this section.

1800MX Convertible Top (If Equipped)



Installing the Convertible Top

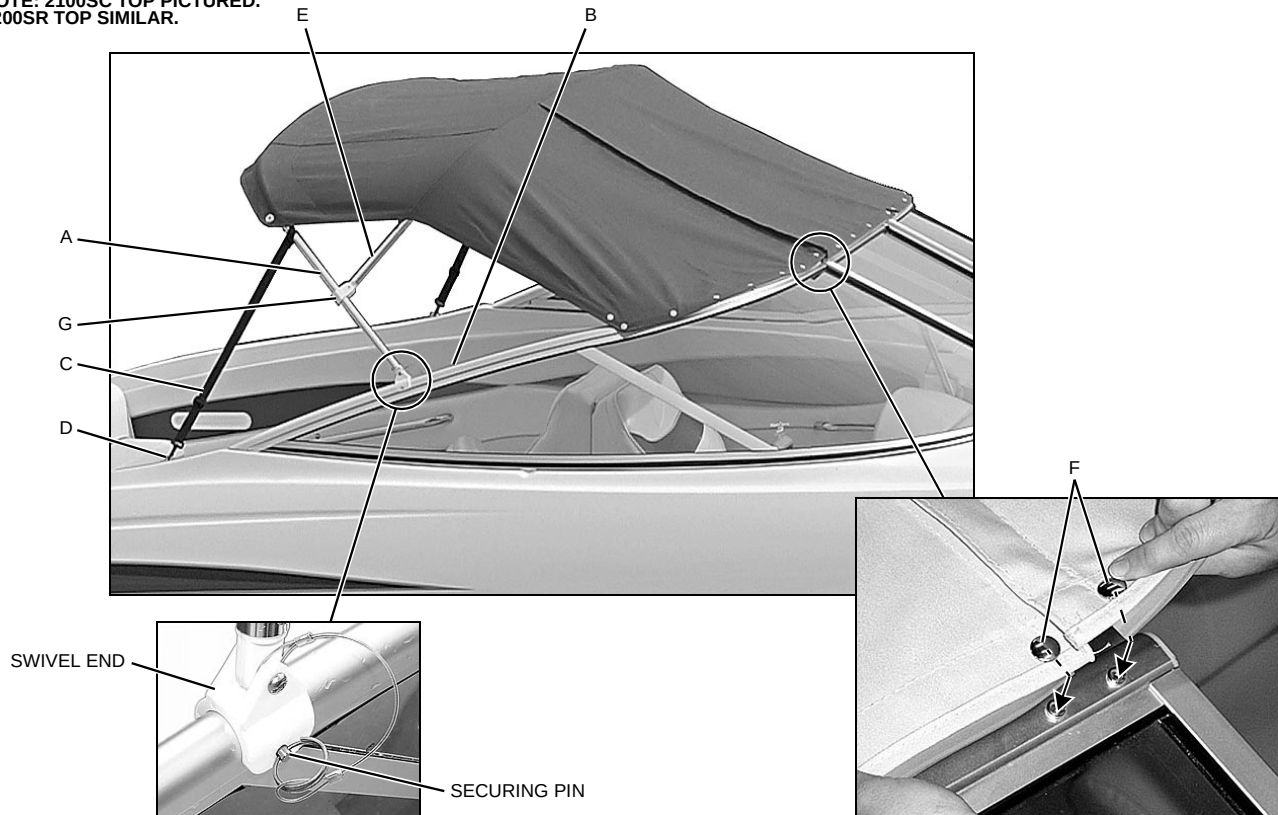
1. Insert the end eyes of the main bow (A) into the forward deck hinges and secure them with the pins.
2. Insert the end eyes of the aft braces (B) into the aft deck hinges and secure them with the pins.
3. Unfold the canvas top and pull the secondary bow (C) and the canvas forward.
4. Open the center windshield panel and stand in the opening.
5. Snap the snaps (D) on each side of the zipper to the first two snaps on the starboard windshield frame.
6. Snap the forward edge canvas snaps to the port and starboard windshield frames.
7. Carefully close the center windshield panel and snap the remaining snaps to the center windshield frame.
8. Align the secondary bow (C) with the center seam of the canvas by loosening or tightening the top straps (not pictured).
9. No adjustments to the jaw slides (E) should be needed as they are preset during manufacturing. If you decide to adjust the jaw slide positions, obtain the correct measurements from your selling dealer.
10. If additional canvas (i.e. side curtains or slant back cover) is installed, the canvas top may need readjustment to align the snaps on the canvas with the snaps on the boat.

1800SR3 & 2000SR3 Convertible Top (If Equipped)**Installing the Convertible Top**

1. Slide the swivel ends of the main bow (A) over the pre-drilled hole on each side windshield frame (B) and secure with the attached pins.
2. Insert the end eyes of the aft braces (C) into the deck hinges and secure them with the spring-loaded pins.
3. Unfold the canvas top and pull the secondary bow (D) and the canvas forward.
4. Open the center windshield panel and stand in the opening.
5. Snap the snaps (E) on each side of the zipper to the first two snaps on the starboard windshield frame.
6. Snap the forward edge canvas snaps to the port and starboard windshield frames.
7. Carefully close the center windshield panel and snap the remaining snaps to the center windshield frame.
8. Align the secondary bow (D) with the center seam of the canvas by loosening or tightening the top straps (not pictured).
9. No adjustments to the jaw slides (F) should be needed as they are preset during manufacturing. If you decide to adjust the jaw slide positions, obtain the correct measurements from your selling dealer.
10. If additional canvas (i.e. side curtains or slant back cover) is installed, the canvas top may need readjustment to align the snaps on the canvas with the snaps on the boat.

2100SC & 2200SR Convertible Top (If Equipped)

NOTE: 2100SC TOP PICTURED.
2200SR TOP SIMILAR.

**Installing the Convertible Top**

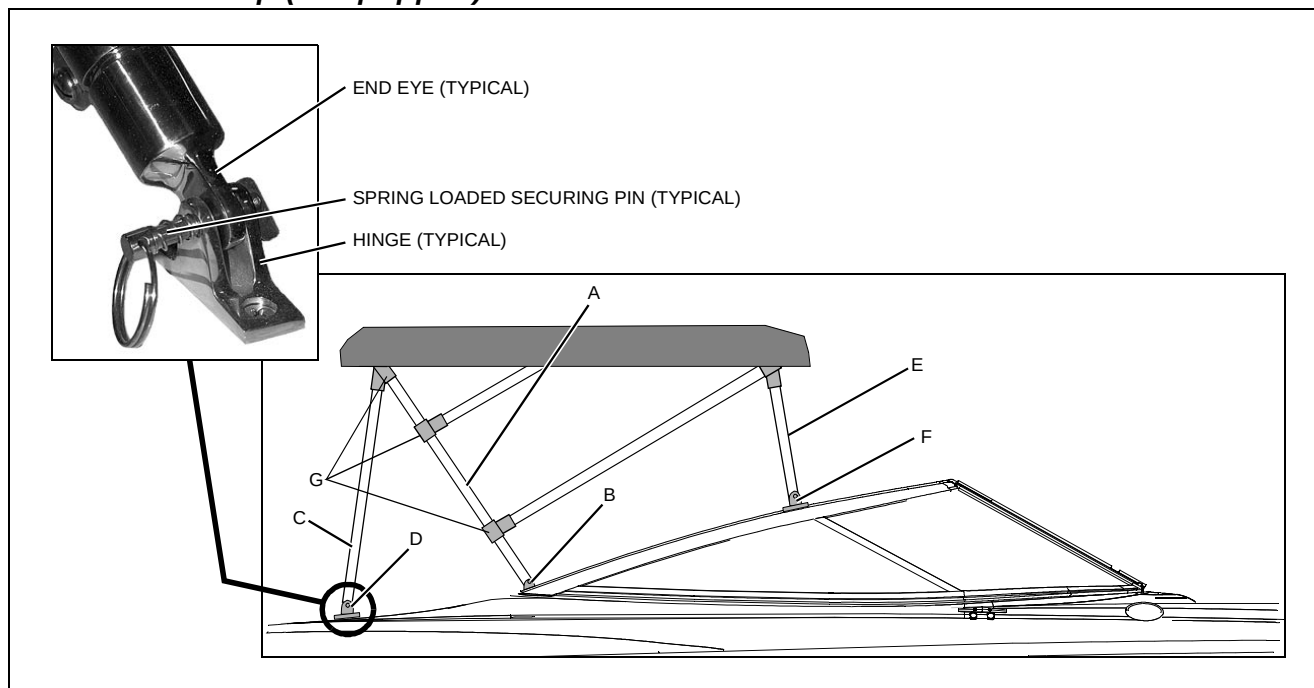
1. Slide the swivel ends of the main bow (A) over the pre-drilled hole on each side windshield frame (B) and secure with the attached pins.
2. Hook the hold down straps (C) into the deck loops (D).
3. Unfold the canvas top and pull the secondary bow (E) and the canvas forward.
4. Open the center windshield panel and stand in the opening.
5. Snap the snaps (F) on each side of the zipper to the first two snaps on the starboard windshield frame.
6. Snap the forward edge canvas snaps to the port and starboard windshield frames.
7. Carefully close the center windshield panel and snap the remaining snaps to the center windshield frame.
8. Align the secondary bow (E) with the center seam of the canvas by loosening or tightening the top straps (not pictured).
9. No adjustments to the jaw slides (G) should be needed as they are preset during manufacturing. If you decide to adjust the jaw slide positions, obtain the correct measurements from your selling dealer.
10. If additional canvas (i.e. side curtains or slant back cover) is installed, the canvas top may need readjustment to align the snaps on the canvas with the snaps on the boat.

Side Curtains (If Equipped)

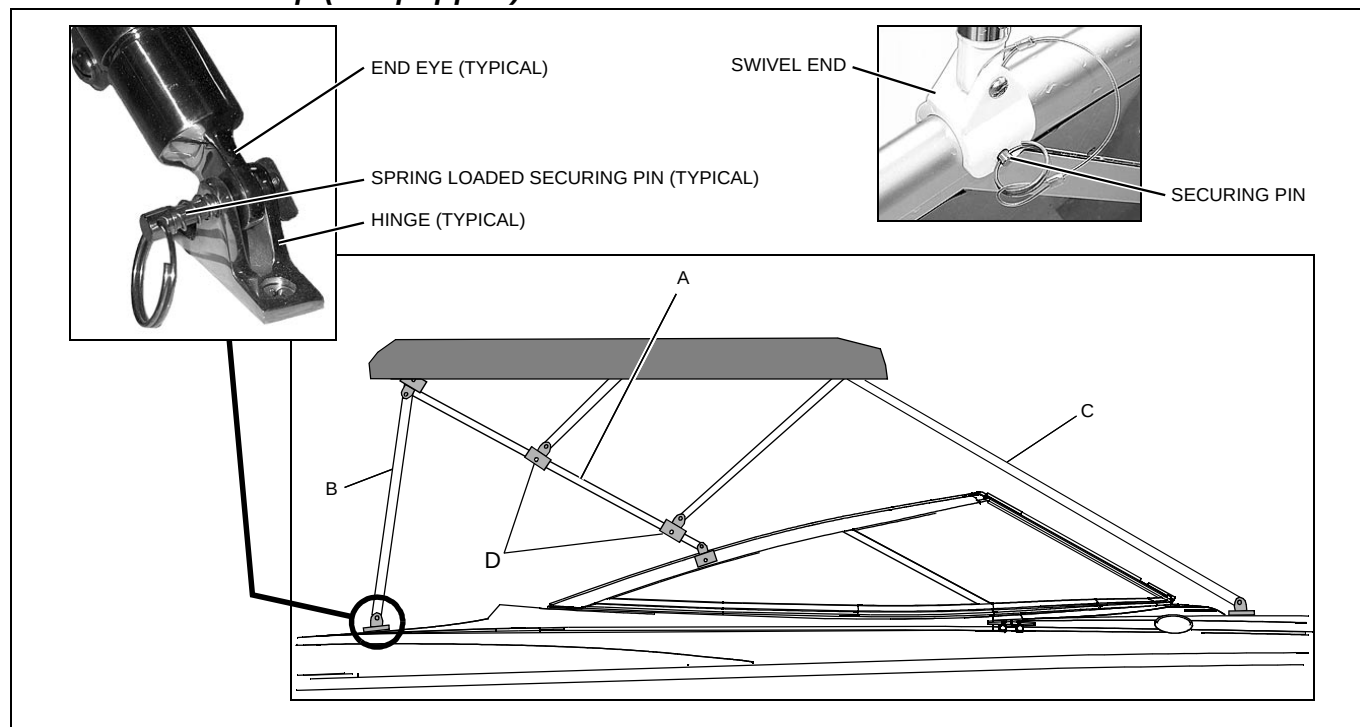


Installing the Side Curtains

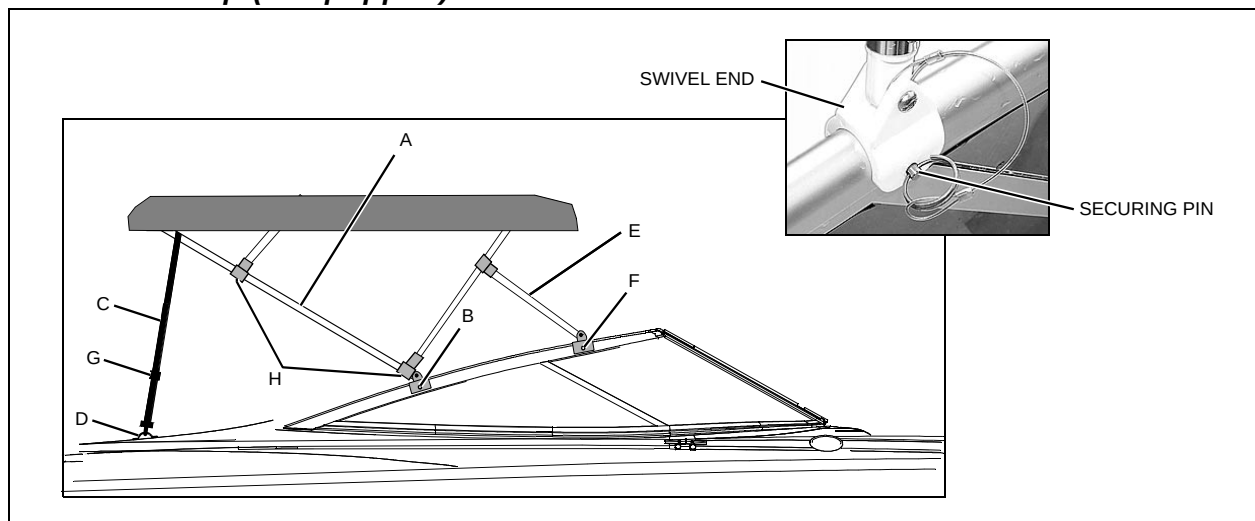
1. Snap the forward corner (A) of each side curtain to the windshield frame.
2. Work your way aft, alternately snapping the top and bottom snaps.

1800MX Bimini Top (If Equipped)**Installing the Bimini Top**

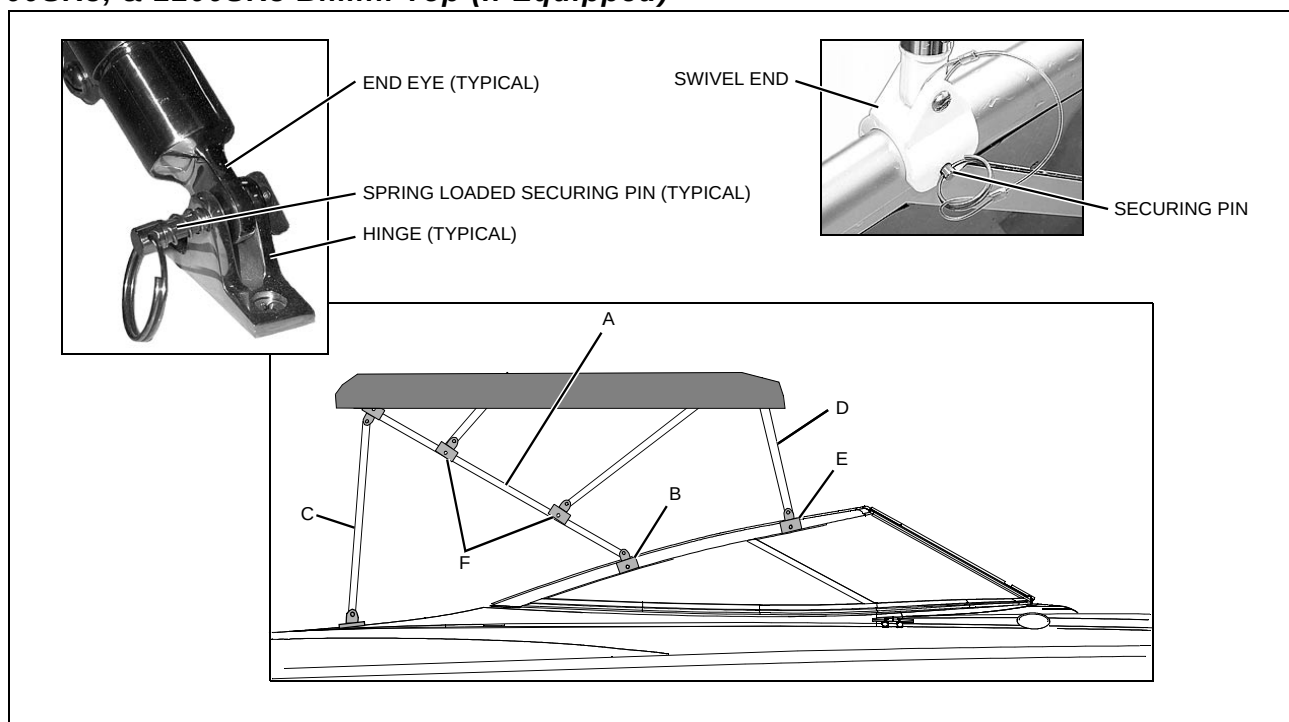
1. Insert the end eyes of the main bow (A) into the deck hinges (B) located next to the aft ends of the windshield frames and secure them with the pins.
 2. Insert the end eyes of the aft braces (C) into the aft deck hinges (D) and secure them with the pins.
 3. Unfold the canvas and insert the end eyes of the forward braces (E) into the hinges (F) located on top of the windshield frames and secure them with the pins.
 4. If the bimini top does not have a smooth, taut look, tighten the top straps (not shown) by adjusting the strap buckles.
- Since the jaw slides (G) were preset during manufacturing they should **not** need to be adjusted.
 - However, if you think the jaw slides need to be adjusted, obtain the measurements from your selling dealer.

1800SR3 Bimini Top (If Equipped)**Installing the Bimini Top**

1. Slide the swivel ends of the main bow (A) over the holes in the side windshield frames and insert the securing pins.
2. Insert the end eyes of the aft braces (B) into the aft deck hinges and secure them with the spring loaded pins.
3. Unfold the canvas and slide the end eyes of the forward braces (C) into the forward deck hinges and secure them with the spring loaded pins.
4. If the bimini top does not have a smooth, taut look, tighten the top straps (not shown) by adjusting the strap buckles.
 - Since the jaw slides (D) were preset during manufacturing they should **not** need to be adjusted.
 - However, if you think the jaw slides need to be adjusted, obtain the measurements from your selling dealer.

2100SC Bimini Top (If Equipped)**Installing the Bimini Top**

1. Slide the swivel ends of the main bow (A) over the aft holes (B) in the side windshield frames and insert the securing pins.
 2. Hook the aft strap (C) into the deck loops (D).
 3. Unfold the canvas and slide the swivel ends of the forward braces (E) over the forward holes (F) in the side windshield frames and insert the securing pins.
 4. Adjust the aft strap buckles (G) as necessary.
 5. If the bimini top does not have a smooth, taut look, tighten the top straps (not shown) by adjusting the strap buckles.
- Since the jaw slides (H) were preset during manufacturing they should **not** need to be adjusted.
 - However, if you think the jaw slides need to be adjusted, obtain the measurements from your selling dealer.

2000SR3, & 2200SR3 Bimini Top (If Equipped)**Installing the Bimini Top**

1. Slide the swivel ends of the main bow (A) over the aft holes (B) in the side windshield frames and insert the securing pins.
2. Insert the end eyes of the aft braces (C) into the deck hinges and secure them with the spring loaded securing pins.
3. Unfold the canvas and slide the swivel ends of the forward braces (D) over the forward holes (E) in the side windshield frames and insert the securing pins.
4. If the bimini top does not have a smooth, taut look, tighten the top straps (not shown) by adjusting the strap buckles.
 - Since the jaw slides (F) were preset during manufacturing they should **not** need to be adjusted.
 - However, if you think the jaw slides need to be adjusted, obtain the measurements from your selling dealer.

Bow Cover (If Equipped)

1. Snap the two forward snaps to the deck.
2. Snap the bow cover to the entire port side.
3. On the starboard side, only snap the forward half of the bow cover to the deck.
4. Insert the adjustable, center support pole into both the bow cover and the table base.
5. Adjust the support pole so that it is just high enough to stay inserted in the bow cover.
6. Snap the rest of the bow cover to the deck.
7. Adjust the support pole to take any slack out of the bow cover.

Chapter 8: Entertainment Systems

Audio System

NOTICE

AM radio reception may be impaired anytime the engine is running.

Read and understand the instruction manual for your boat's audio system *before* using.

Chapter 9: Convertible Seats, Beds, & Tables

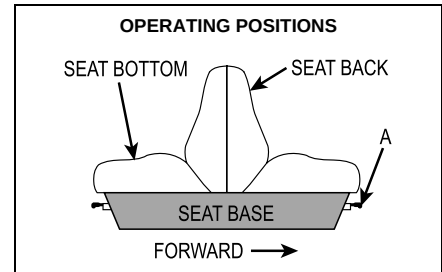
Sleeper Seats (If Equipped)

- The sleeper seats can be moved forward and aft while in the upright, operating position.
- The sleeper seats can also be converted into a flat lounge or chaise lounge.

Operating Positions

To slide the seat forward and backward:

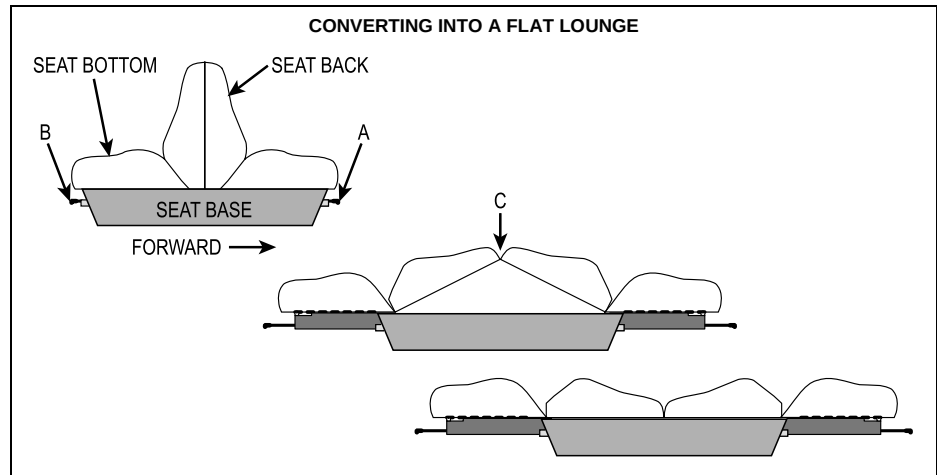
1. Pull up on the forward seat slider lever (A) and slide the seats forward or aft to the desired position.



Lounge positions

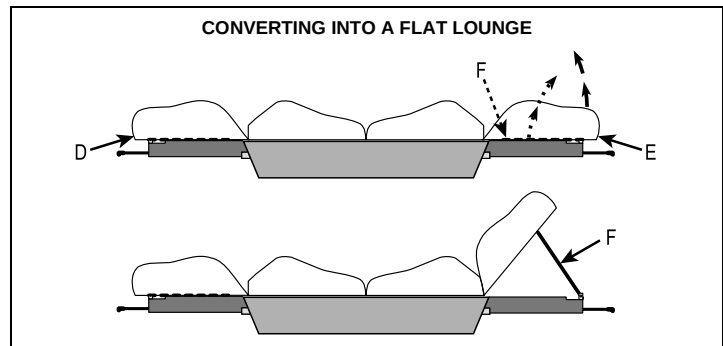
To convert into a flat lounge:

1. Pull up on the forward seat slider lever (A) and slide the seats all the way forward.
2. Push down on the aft seat slider lever (B) and slide the aft seat all the way aft.
3. If necessary, push down on the top of the seat backs (C).



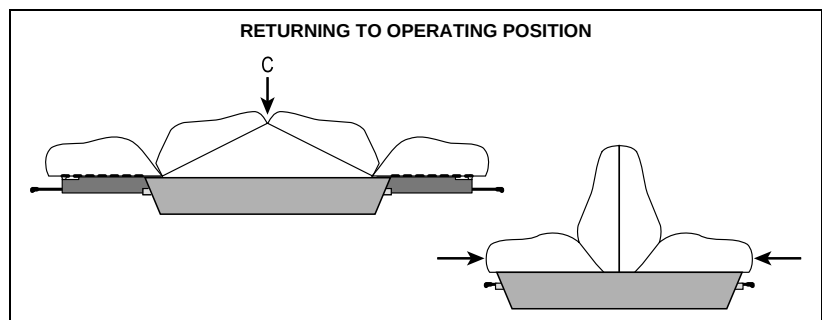
To convert into a chaise lounge:

1. First, convert the seats into a flat lounge as described above.
2. Lift the forward or aft seat bottom at point (D or E) and then lift the plastic seat support bracket (F).
3. Lower the seat until it rests securely on the support bracket.



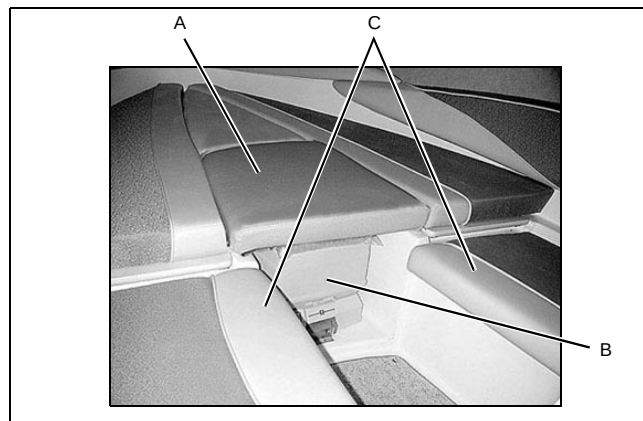
To return the seats to the operating position:

1. Lift the seat backs at point (C) and push the seat bottoms towards the center of the seat until the seat backs are flush against each other and locked into place.
2. Push the seat bottoms towards the center of the seat until the seat backs are flush against each other and locked into place.

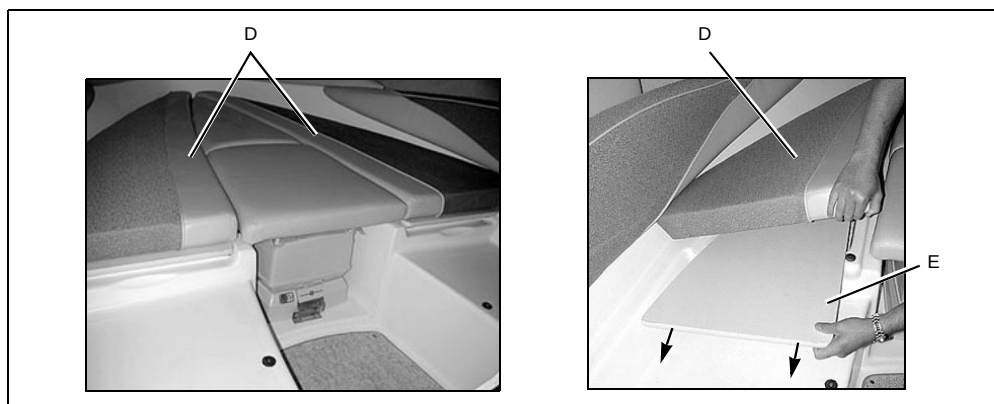


Cuddy Cabin to V-Berth Conversion (2100SC Only)

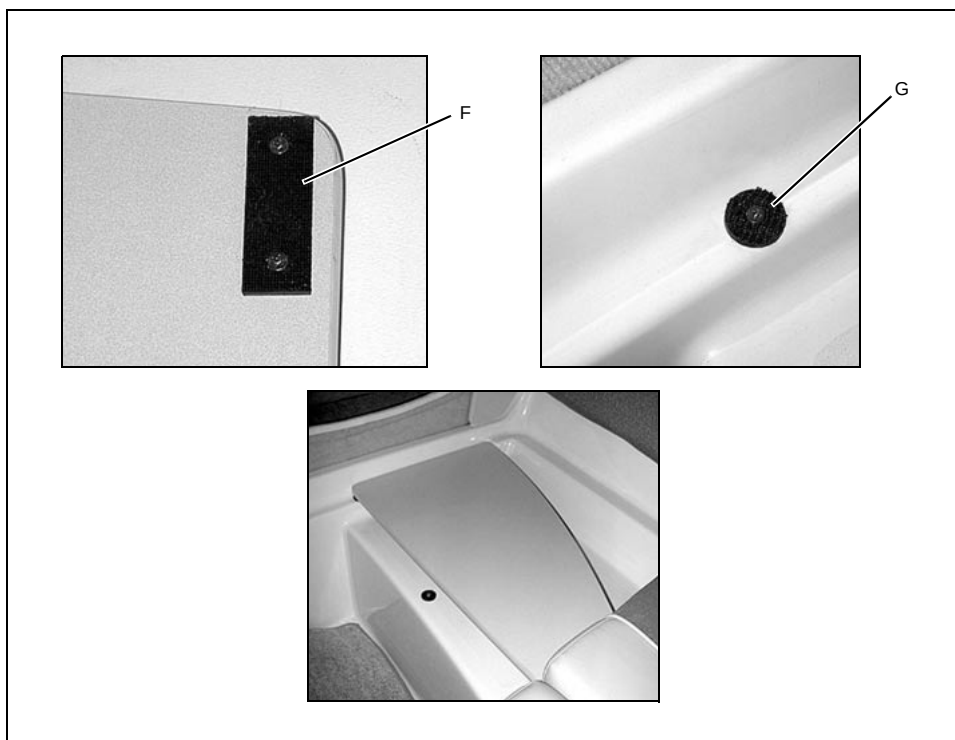
1. Place the forward filler cushion (A) over the portable toilet (B).
2. Remove the aft cushions (C).



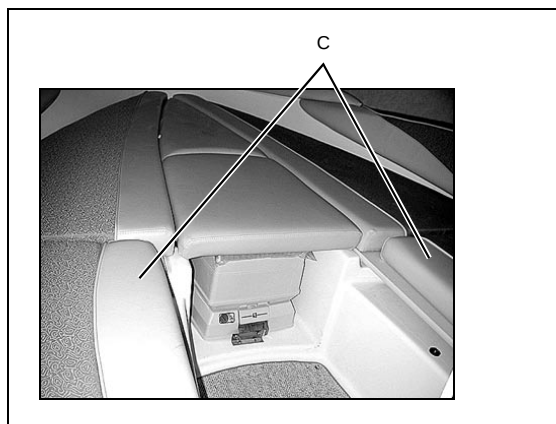
3. Lift the forward outboard cushions (D) and slide the filler boards (E) aft.



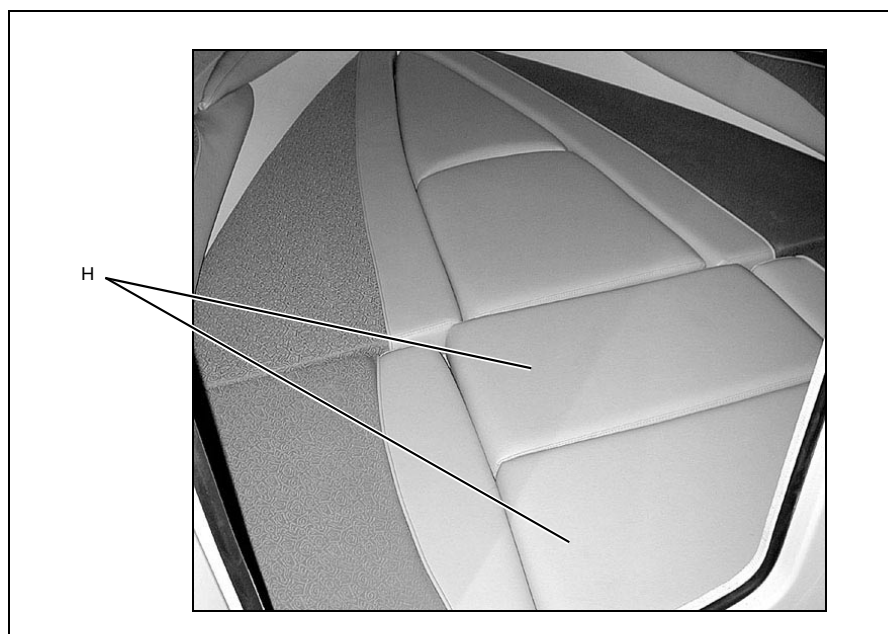
4. Align the velcro strips (F) on the underside of the filler boards with the velcro tabs (G) on the aft support lip.



5. Place the aft cushions (C), that were removed in step two, on top of the filler boards.



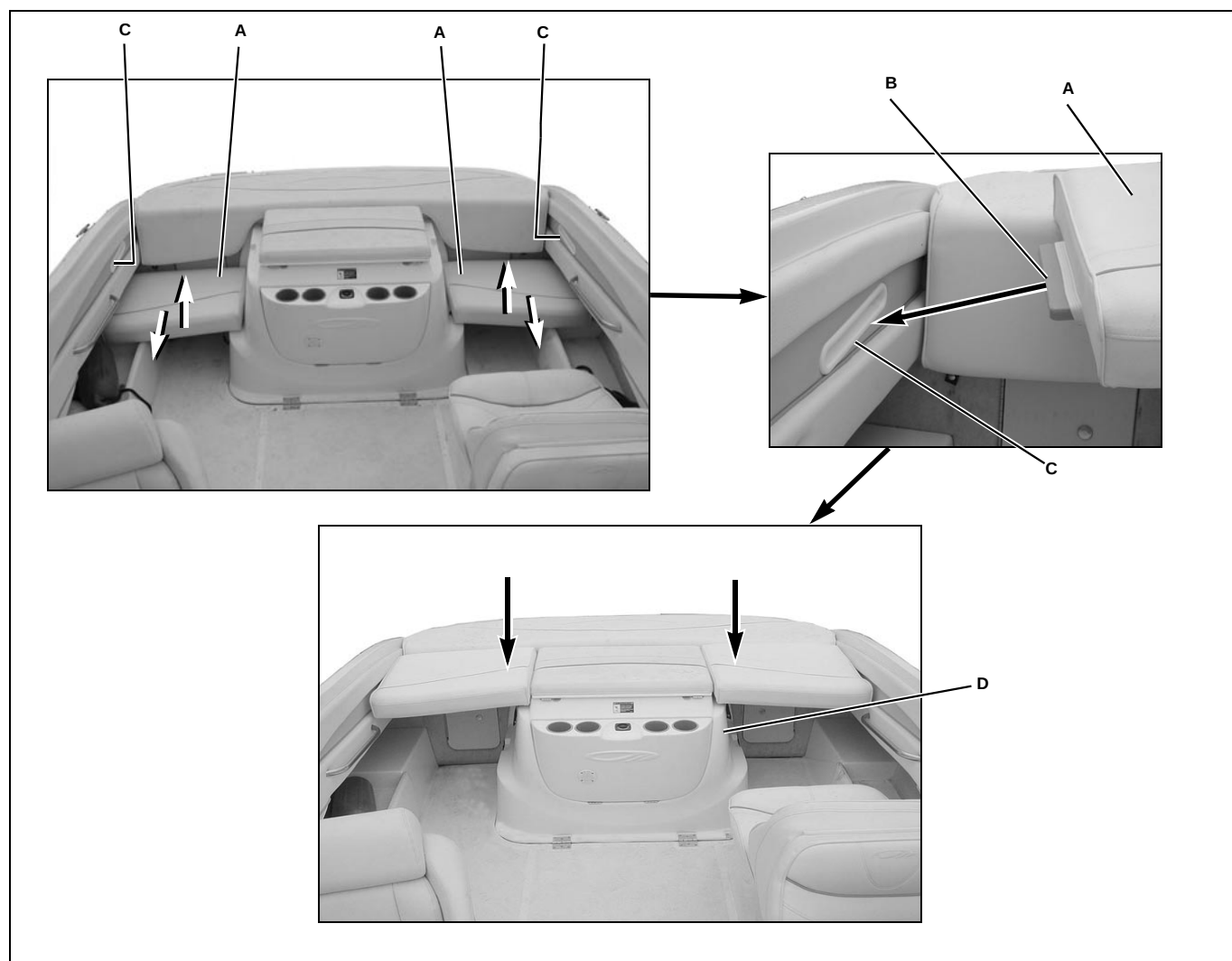
6. Insert the remaining center filler cushions (H).



Jump Seat to Sunlounge Conversion (If Equipped)

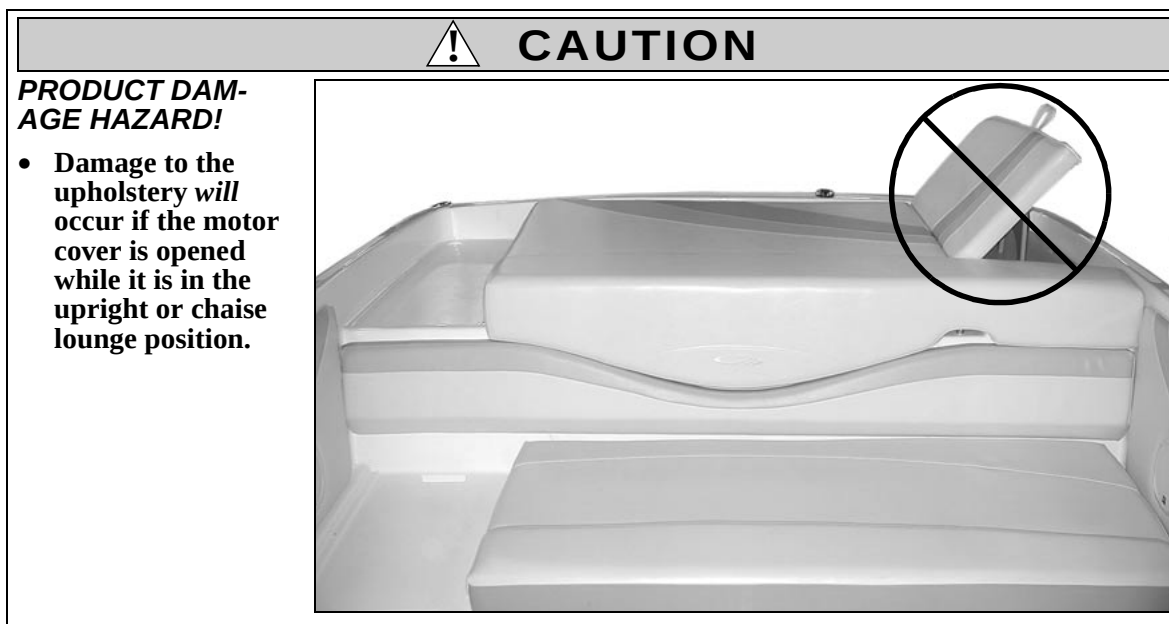
**! DANGER!**

PERSONAL SAFETY HAZARD!
DO NOT allow anyone to ride the aft sunlounge cushions while underway or anytime the engine is running.

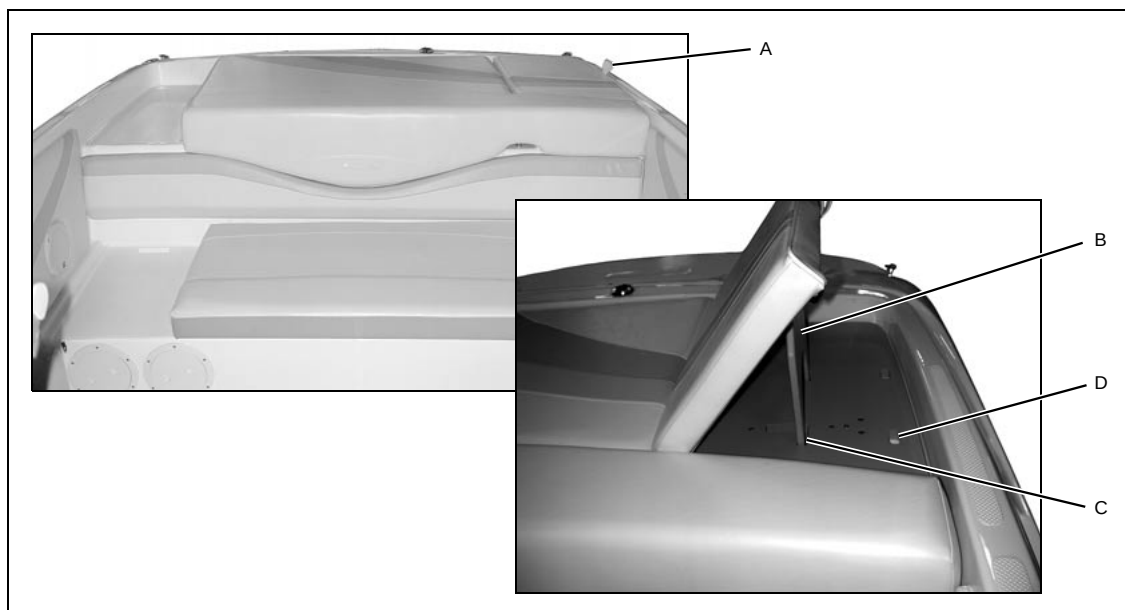


1. Remove the jump seats (A) by lifting and pulling on their forward edges.
2. Rotate each jump seat so that the lounge support tabs (B) face the support slots (C).
3. Slide the lounge support tabs into the support slots.
4. Press down firmly on the inboard side of each jump seat until they rest on the motorbox (D).

Engine Cover to Sunlounge Conversion (If Equipped)



1. Pull up on the port aft corner loop (A).
2. Place the plastic support (B) securely in the first notch (C) for an upright position or in the second notch (D) for a chaise lounge position.



Chapter 10: Lights

Care and Maintenance

All of the lights installed on your boat are of top quality, but you should be aware that failure may periodically occur for a variety of reasons:

1. There may be a blown fuse - *replace the fuse.*
2. The bulb may be burned out - *carry spare bulbs for replacement.*
3. A wire may be damaged or may have come loose - *repair as required.*
4. The bulb base may be corroded - *clean the base and coat it with non-conductive electrical lubricant.*

Navigation Lights

 CAUTION
Avoid the storage of gear where it would block navigation lights from view.

Read and understand the navigation light section of the *Sport Boat Owner's Manual*.

Chapter 11: Electrical System

DANGER!



EXTREME FIRE, SHOCK & EXPLOSION HAZARD!

- To minimize the risks of fire and explosion, **NEVER** install knife switches or other arcing devices in the fuel compartments.
- **NEVER** substitute automotive parts for marine parts. Electrical, ignition and fuel system parts were designed and manufactured to comply with rules and regulations that minimize risks of fire and explosion.
- **DO NOT** modify the electrical systems or relevant drawings.
- Have qualified personnel install batteries and/or perform electrical system maintenance.

WARNING!



FIRE & EXPLOSION HAZARD!

- Visually and by smell (sniff test), check the engine and fuel compartments for fumes or accumulation of fuel.
- Minimize the danger of fire and explosion by *not* exposing the batteries to open flame or sparks. **NEVER** smoke anywhere near the batteries.

CAUTION



SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

NEVER disconnect the battery cables while the engine is running since it can cause damage to your boat's electrical system components.

NOTICE

Electrical connections are prone to corrosion. To reduce corrosion caused electrical problems, keep *all* electrical connections clean and apply a spray-on protectant that is designed to protect connections from corrosion.

12-Volt DC System

Battery

The battery supplies electricity for lights, accessories, and engine starting.

The Electrical section of Chapter 8 in the *Sport Boat Owner's Manual*, provides battery, care and maintenance instructions.

Fuses and Circuit Breakers

- Fuses for the engine and main accessory power are on the fuse block behind the dash.
- Some equipment may have secondary fuse protection at the unit, or at the battery.
- Electronics power is provided at the helm station.

Alternator

The engine alternator will keep the battery properly charged when running at cruising speeds.

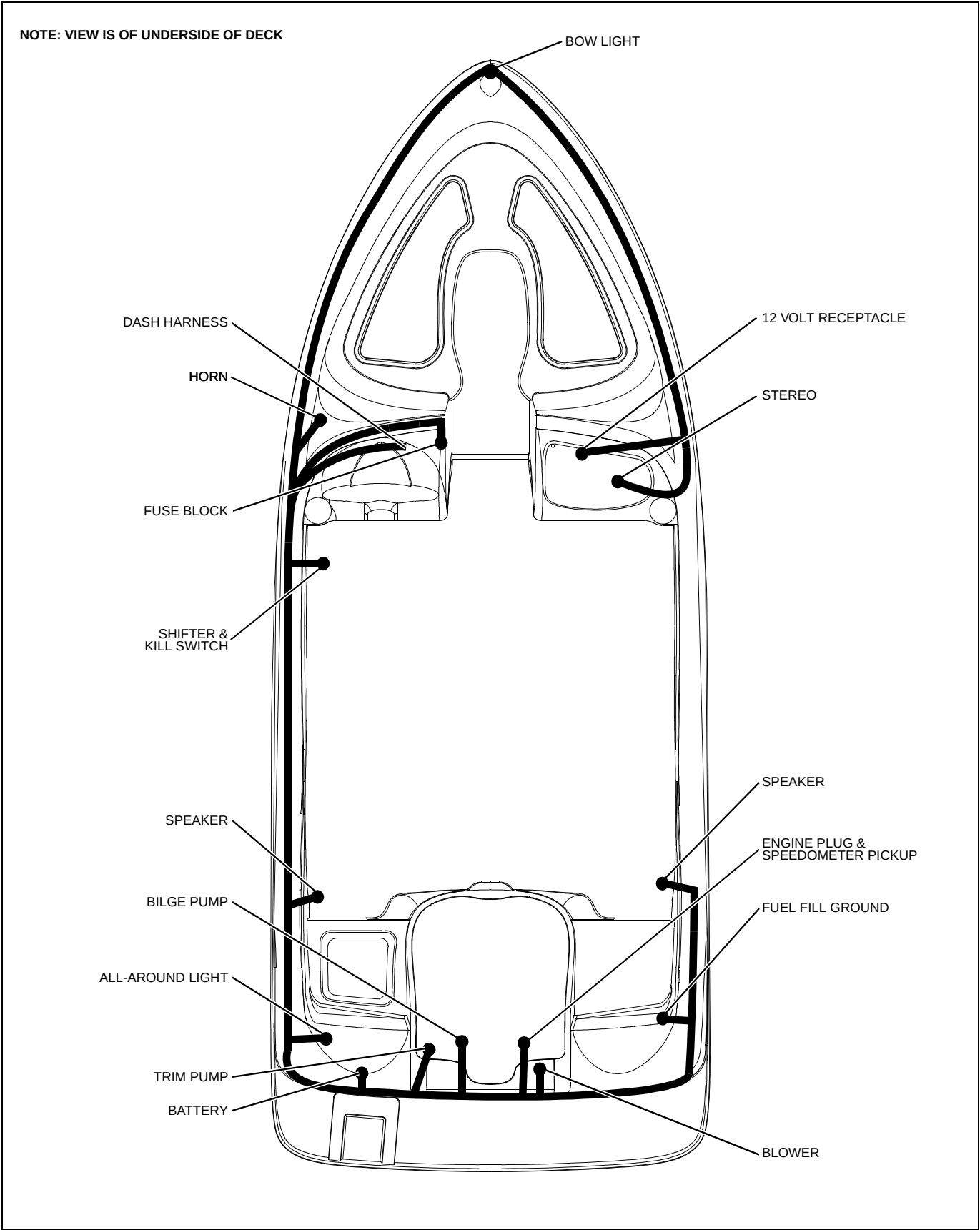
12-Volt Accessory Outlet(s)

 CAUTION
<i>DO NOT</i> use the 12-volt accessory outlet(s) with a cigarette or cigar lighter. High temperatures may melt the outlet.

- Your boat is equipped with a 12-volt accessory outlet.
- The outlet can be used with any 12-volt device which draws 15 amps or less.
- The 12-volt accessory outlet is protected by 15 amp fuse on the main fuse block behind the dash.

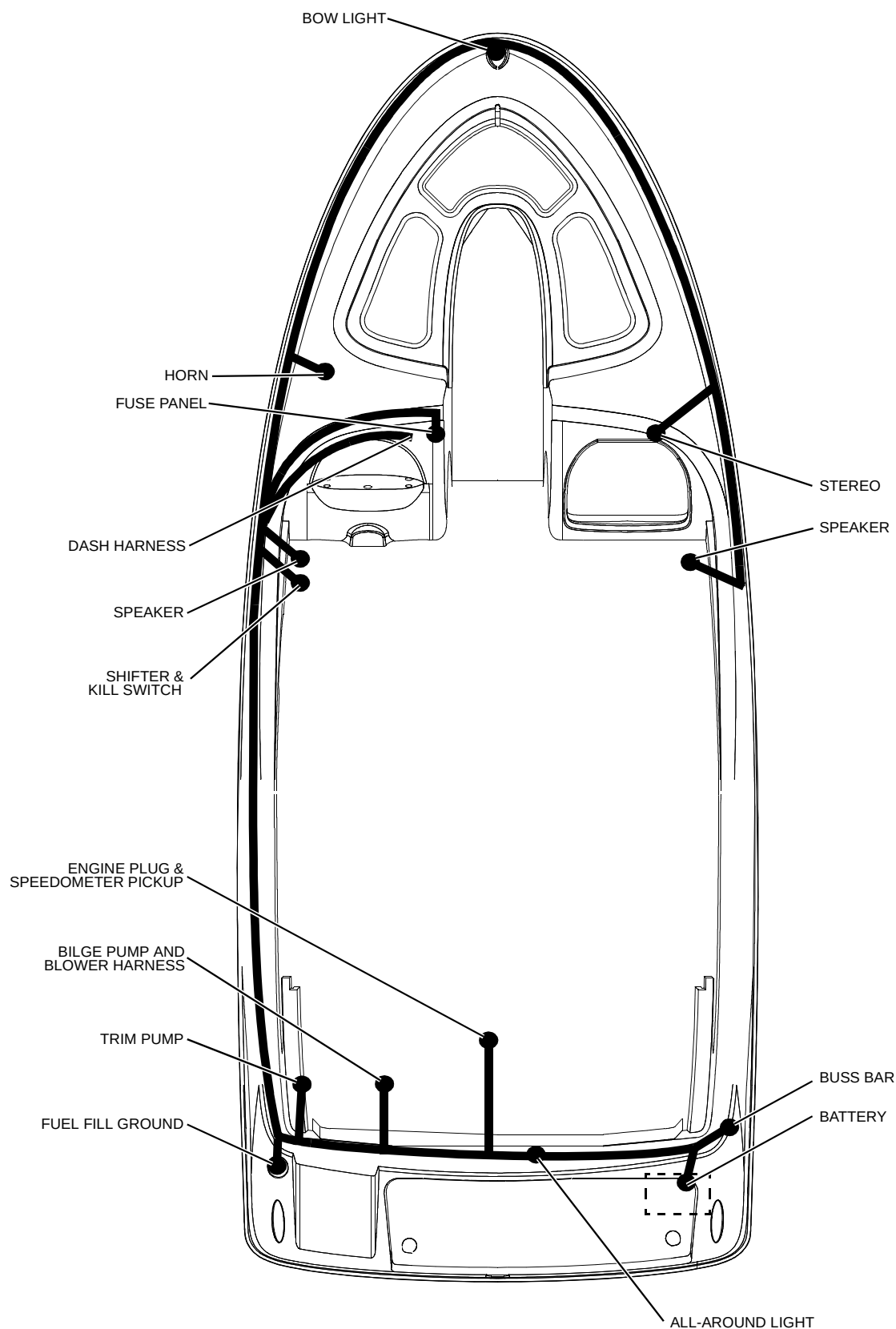
Electrical Routings

1800MX Deck Electrical Harness



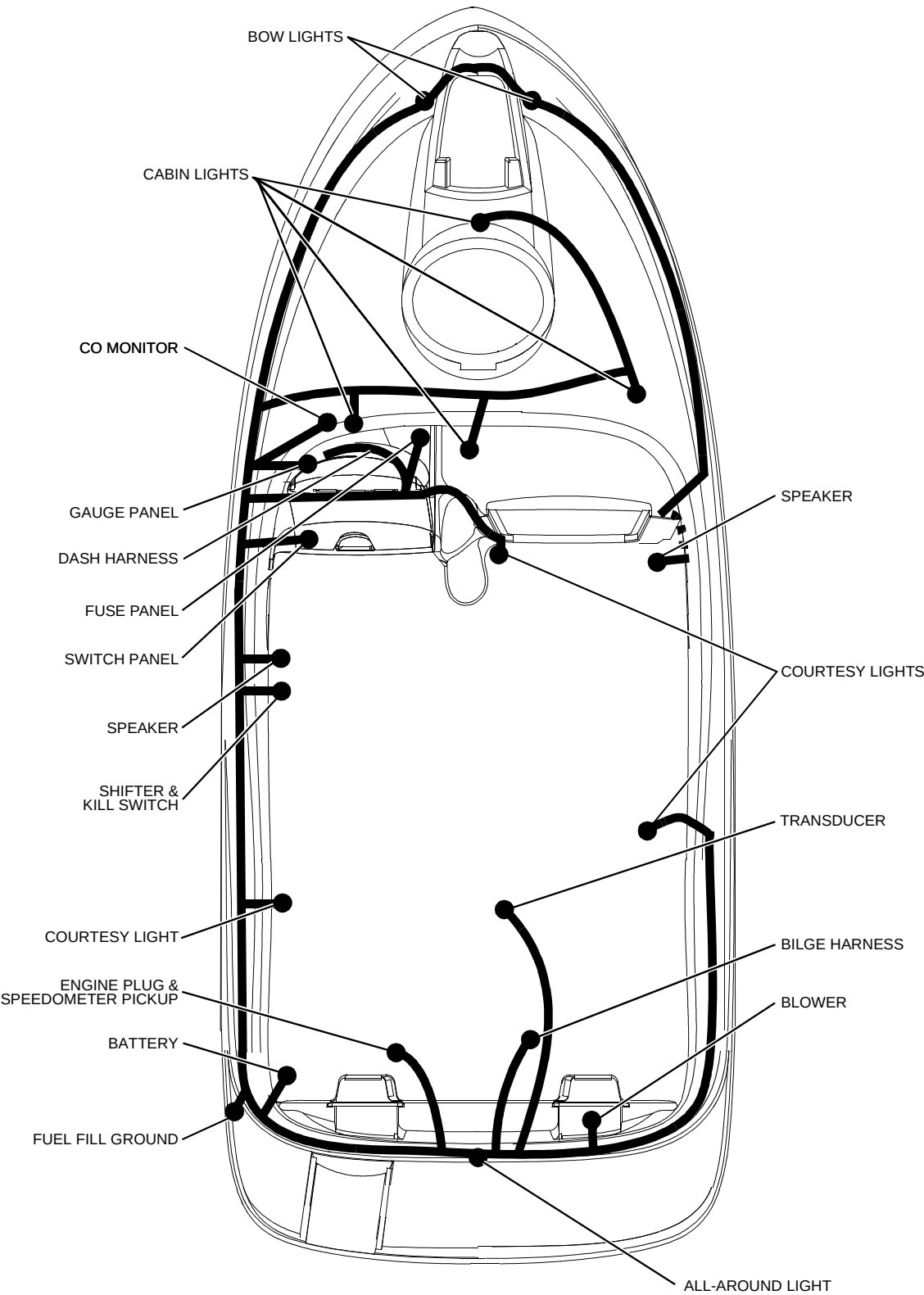
1800SR3 and 2000SR3 Deck Electrical Harness

NOTE: VIEW IS UNDERSIDE OF DECK



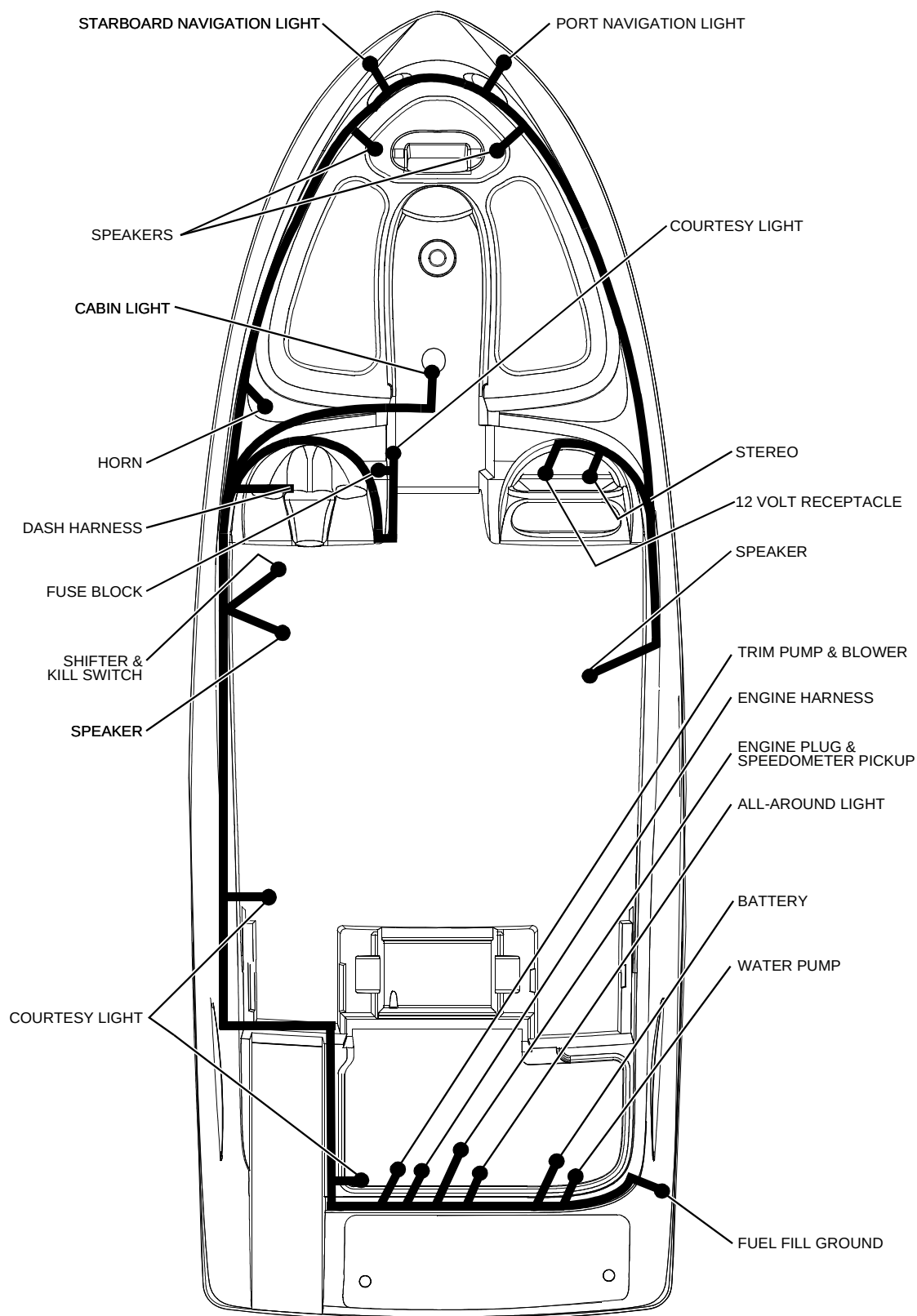
2100SC Deck Electrical Harness

NOTE: VIEW IS UNDERSIDE OF DECK



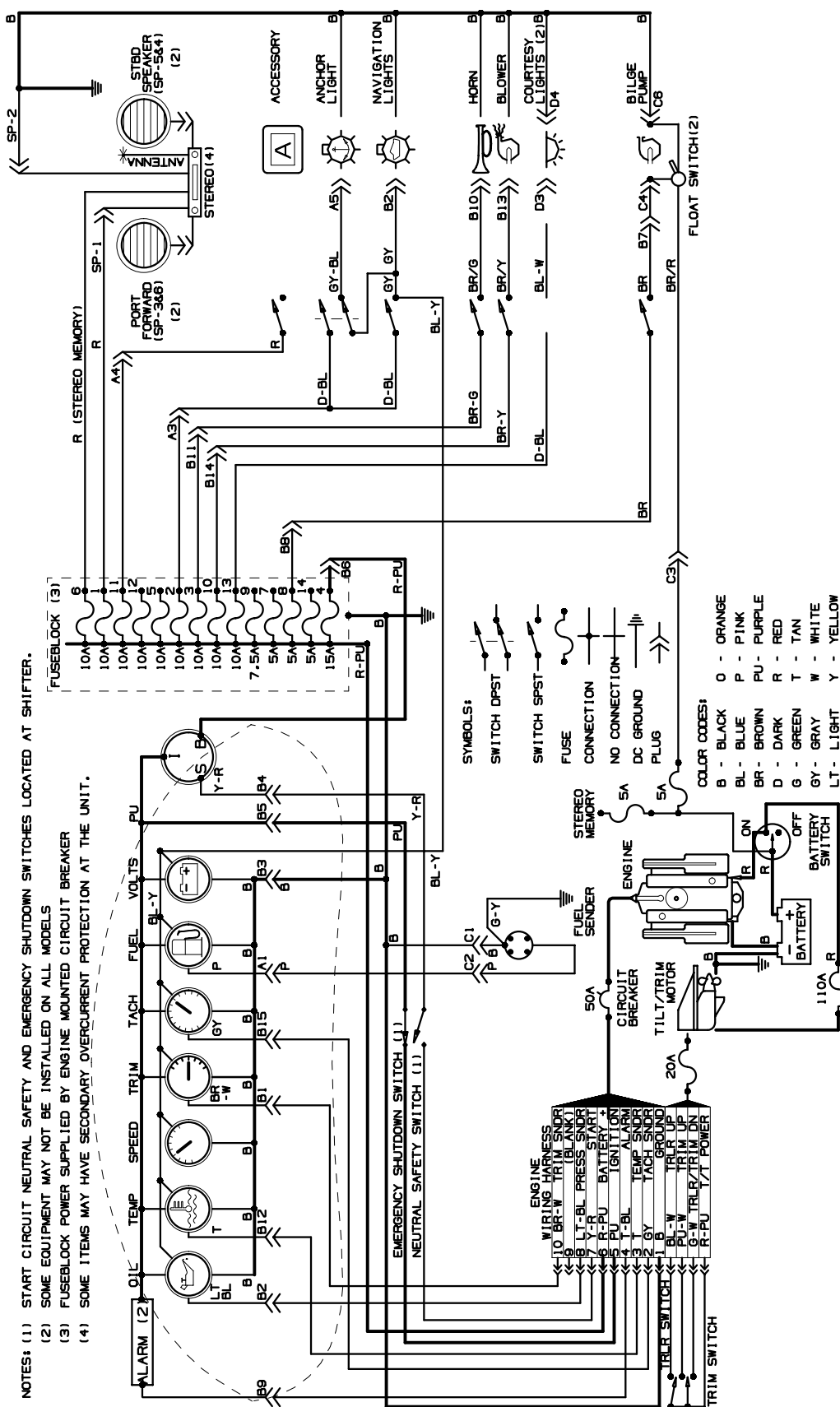
2200SR3 Deck Electrical Harness

NOTE: VIEW IS UNDERSIDE OF DECK

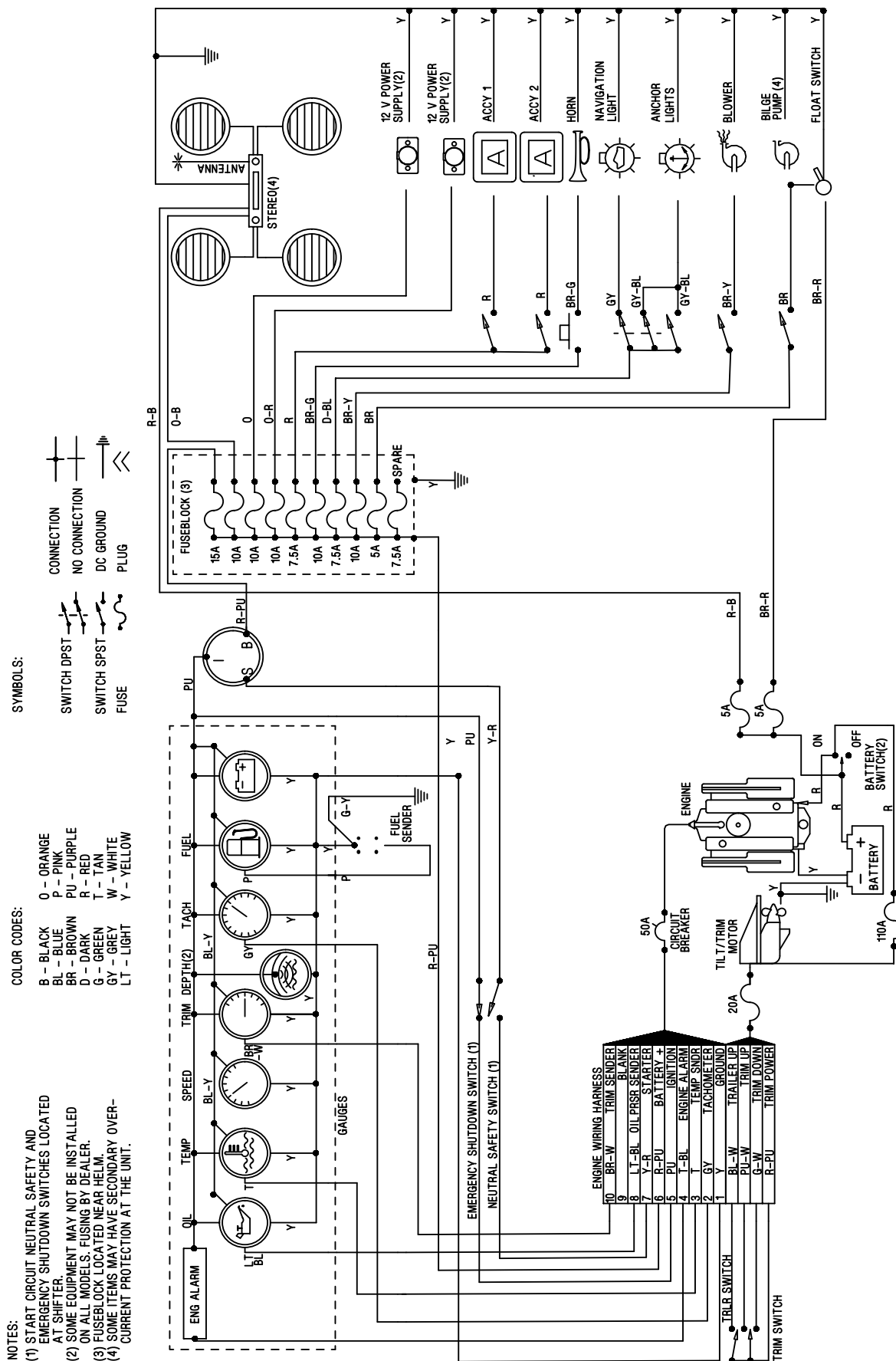


Wiring Diagrams

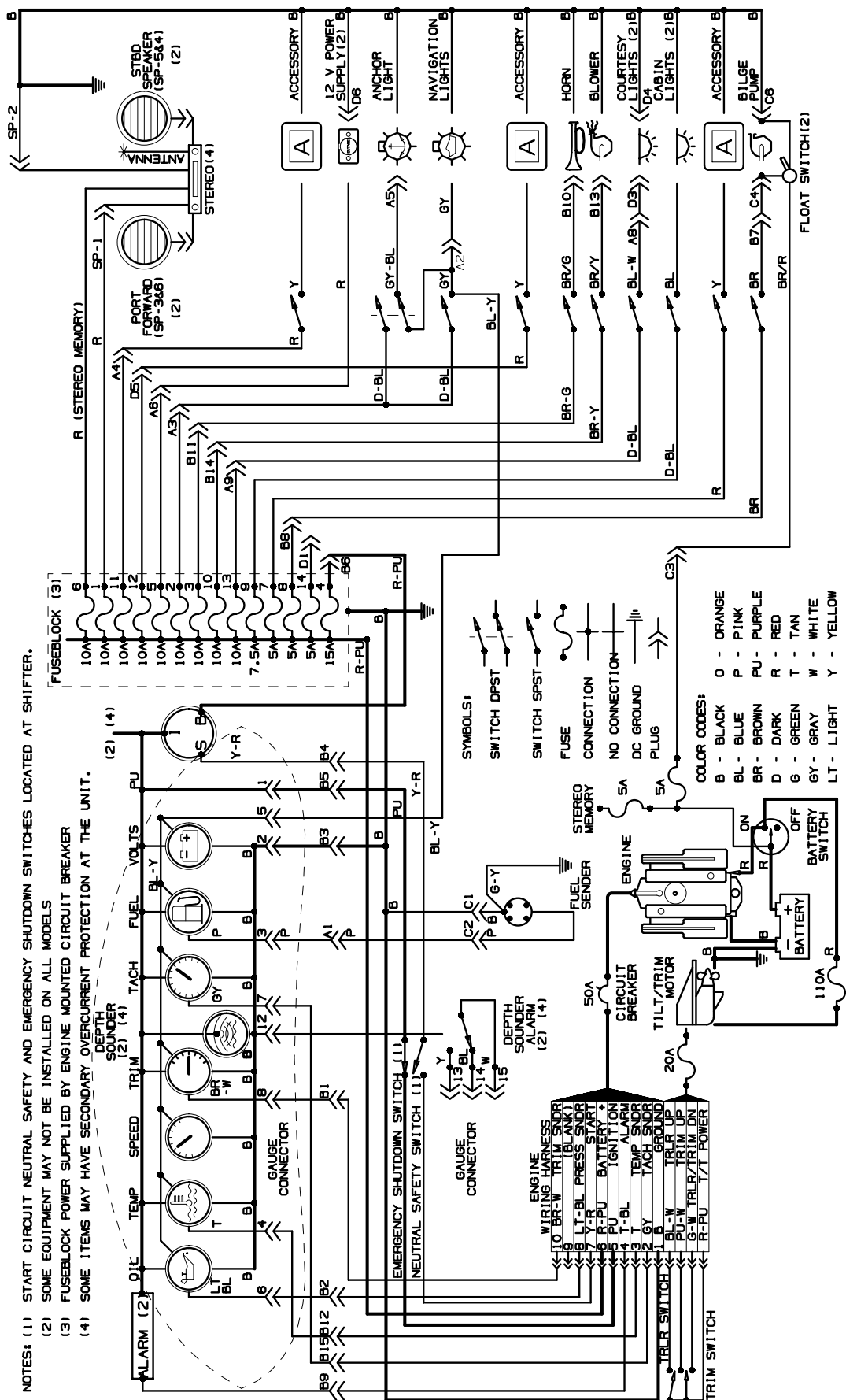
1800MX



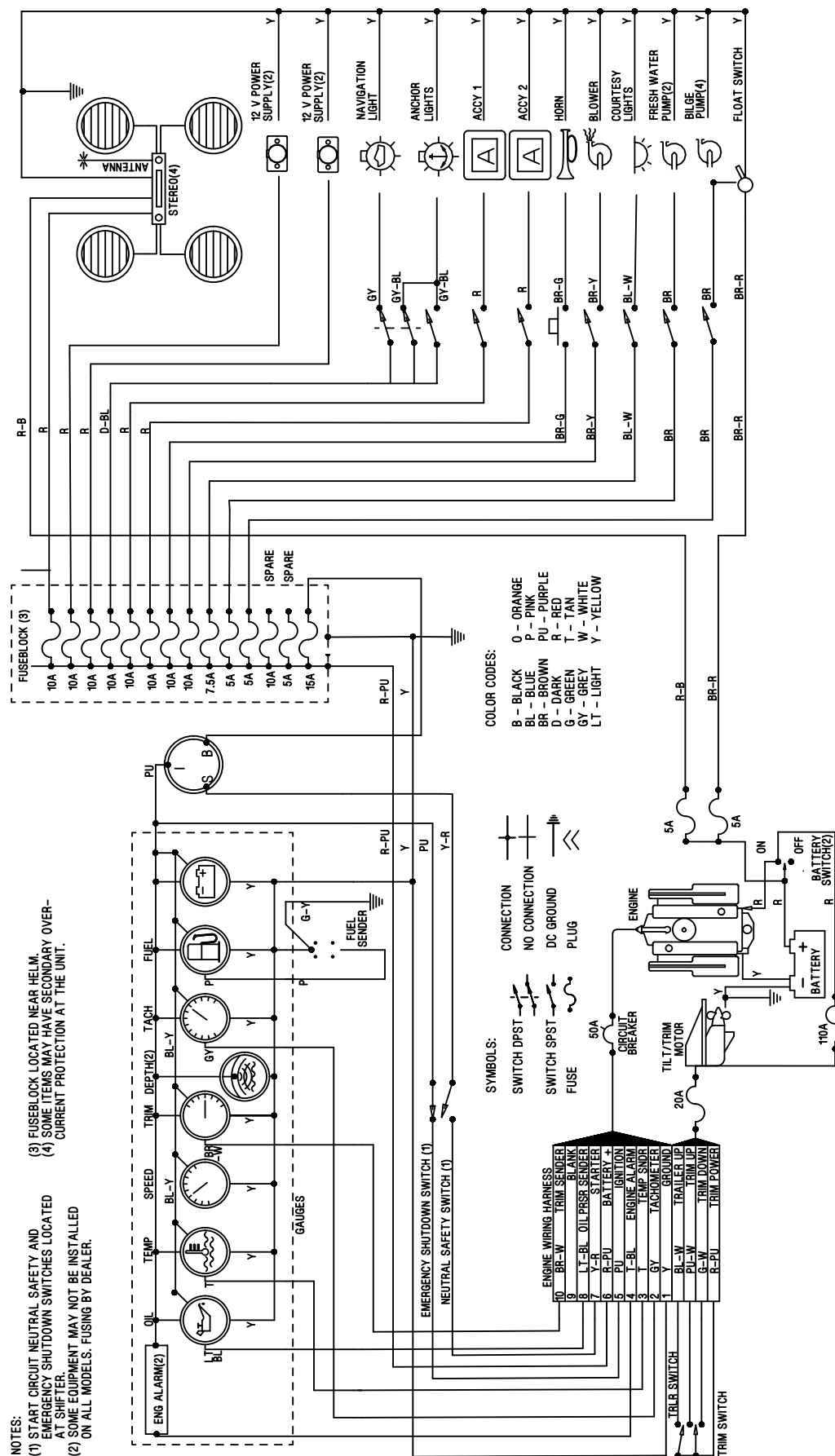
1800SR3 & 2000SR3



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2200SR3



Important Records

Selling Dealer

Name Of Dealership

Address

Phone/FAX/E-mail

Sales Manager

Service Manager

Engine

Manufacturer

Model Name/Number

Engine Serial Number

Oil Type/SAE

Quarts per Engine

Filter Type

Propeller

Manufacturer

Pitch

Model Number

Key Numbers

Ignition

Other

Electronics

Manufacturer

Model Name/Number

Serial Number

Manufacturer

Model Name/Number

Serial Number

Manufacturer

Model Name/Number

Serial Number

Manufacturer

Model Name/Number

Serial Number

Float Plan

Before going boating, fill out a copy of this float plan (or similar) and leave it with a **reliable** person whom you can depend on to contact the Coast Guard or other rescue organization, if you do not return as scheduled.

Description of Boat

_____ Registration/Documentation Number		
_____ Length	_____ Make	_____ Type
_____ Hull Color		_____ Trim Color
_____ Fuel Capacity	_____ Engine Type	_____ Number of Engines
_____ Distinguishing Features		
_____ Distinguishing Features		

Operator of Boat

_____ Full Name		
_____ Male or Female	_____ Age	_____ Health
_____ Address		
_____ Address		
_____ Phone/FAX/E-mail		
_____ Operator's Experience		

Persons on Board

_____ Full Name		
_____ Age	_____ Health	_____ Phone Number
_____ Full Name		
_____ Age	_____ Health	_____ Phone Number
_____ Full Name		
_____ Age	_____ Health	_____ Phone Number
_____ Full Name		
_____ Age	_____ Health	_____ Phone Number

Survival Equipment

Marine Radio (Yes/No)	Type	Frequencies
Number of PFDs	Flares (Yes/No)	Mirror (yes or no)
Smoke Signals (Yes/No)	Flashlight (Yes/No)	Food (Yes/No)
Water (Yes/No)	Anchor (Yes/No)	Raft/Dinghy (Yes/No)
Paddles (Yes/No)	EPIRB (Yes/No)	Other
Other	Other	Other

Vehicle Description

Make	Model
Color	License Number
Where is the Vehicle Parked?	

Trip Expectations

Departing From	
Departure Date	Departure Time
Stopover 1	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 2	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 3	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 4	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 5	
Arrive No Later Than: Date	Arrive No Later Than: Time
Stopover 6	
Arrive No Later Than: Date	Arrive No Later Than: Time
Final Destination Port (If Different Than Home Port)	
Arrive No Later Than: Date	Arrive No Later Than: Time

If not returned by the date and time listed above, call the Coast Guard or other local authority.

Coast Guard Phone Number
Local Authority Phone Number

[illegible]

This image shows a single page of white paper with horizontal blue ruling lines. The lines are evenly spaced and run across the width of the page, providing a guide for handwriting or typing. There are no margins, text, or other markings on the page.

Part Number 1758960

Maxum Marine • P.O. Box 9029 • Everett, WA 98206 • 360-435-5571